

2026 Regional Transportation Improvement Program

Los Angeles County Submittal



December 2025

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Metro

Los Angeles County
Metropolitan Transportation Authority

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December 15, 2025

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Attention: Ms. Kacey Moore-Gutierrez

RE: Los Angeles County 2026 Regional Transportation Improvement Program

Dear Director Taylor:

Transmitted within is the Los Angeles County Metropolitan Transportation Authority (Metro) 2026 Los Angeles County Regional Transportation Improvement Program (RTIP) request. The 2026 State Transportation Improvement Program (STIP) Fund Estimate included a \$134,483,000 target share and \$218,369,000 maximum share for Los Angeles County. On December 4, 2025, the Metro Board adopted the Los Angeles County RTIP, consistent with the California Transportation Commission's 2026 STIP Guidelines. The 2026 LA County RTIP proposes the following:

- \$5.7 million in new programming for Planning, Programming and Monitoring
- \$128.8 million in new programming for five new projects
- \$83.9 million in new programming beyond Los Angeles County's target share for one of the five new projects
- Amendments to two projects adopted in prior RTIPs

The 2026 RTIP is consistent with the Southern California Association of Government's current approved Regional Transportation Plan and Sustainable Communities Strategies. It is modally balanced, providing investment for a multitude of transportation options for the region. Additionally, it is geographically balanced, investing Los Angeles County's STIP share in all corners of the county. Together, Metro's request of up to Los Angeles County's maximum share of \$218.4 million will help fund safety improvements, expand transit capacity, reduce congestion, increase mobility, reduce emissions, and improve the state of good repair for Los Angeles County's transportation system.

Thank you for your continuing support and commitment to improving transportation in Los Angeles County and the State of California.

Sincerely,



Stephanie Wiggins
Chief Executive Officer

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2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2026 Regional Transportation Improvement Program (RTIP) for Los Angeles County satisfies the State Transportation Improvement Program (STIP) requirements for an urbanized county. The Los Angeles County Metropolitan Transportation Authority (Metro), as the County Transportation Commission for Los Angeles County, is responsible for developing the county's funding priorities for the STIP, and for submitting the projects to the California Transportation Commission (CTC) by way of the RTIP. The RTIP is a listing of state highway and transit projects that Los Angeles County proposes for funding through the 2026 STIP covering the five-year period from Fiscal Year 2027 through 2031. The primary purpose of the RTIP is to help implement the Metro Long Range Transportation Plan and the Southern California Association of Governments' (SCAG) adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

On August 14, 2025, the CTC adopted the 2026 STIP Fund Estimate (Fund Estimate). The Fund Estimate identified a \$134.5 million target share and \$218.4 million maximum share for Los Angeles County, including a Planning, Programming, and Monitoring (PPM) Target of \$5.7 million. The 2026 RTIP for Los Angeles County proposes amending existing projects, programming the new PPM shares, and programming five new projects. The table below summarizes the 2026 RTIP for Los Angeles County.

2026 RTIP Summary

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning, Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments		17,842	8,630	204,903			252,928
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
LA City Soto St. Complete Streets, Multnomah-Mission		2,100	15,082				17,182
Subtotal Amendments	9,432	19,520	15,082				46,134
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning, Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		10,840			204,667	2,862	218,369
NET NEW PROGRAMMING		10,840			204,667	2,862	218,369

Section 2. General Information

- **Regional Agency Name**
Los Angeles County Metropolitan Transportation Authority (Metro)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <https://www.metro.net/>

RTIP document link: <https://www.metro.net/about/stip/>

RTP link: <https://scag.ca.gov/connect-socal>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Metro develops the biennial RTIP based on the projects identified in the Metro Long Range Transportation Plan, Metro's Measure R and Measure M Expenditure Plans, and the SCAG RTP/SCS. Additionally, Metro coordinates with Caltrans District 7 as well as our local agency partners to identify projects to be included in the RTIP. Beginning with the 2018 RTIP, Metro has developed the RTIP by screening projects through the Metro Board-adopted Evaluative Criteria Framework. All the projects submitted in the RTIP from Los Angeles County have gone through thorough analysis and public outreach.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Since the 2024 RTIP adoption on March 21, 2024, no prior RTIP projects have been completed.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	December 4, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

As noted in Section 3B, Metro selects projects which are identified in Metro's Long Range Transportation Plan and Measure R and Measure M Expenditure Plans and the SCAG RTP/SCS. Each one of these planning documents was developed through extensive community engagement. This section will describe the engagement strategy for the 2020 Long Range Transportation Plan and the Measure M Expenditure Plan of 2016 as those are the documents directly developed by Metro.

2020 LRTP

The 2020 Long Range Transportation Plan (LRTP), adopted by the Metro Board on September 24, 2020, provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP guides future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future.

The recommendations included in the 2020 LRTP were built on a two-year outreach effort that included surveys, meetings, and engagement throughout LA County. It includes all major transit and highway projects with committed funding or partially committed funding, existing programs and policies, collaboration with our partners, and new policies and initiatives to achieve our regional goals. The financial commitments of the 2020 LRTP, including Measures M and R, provide a foundational investment with broad mobility and sustainability benefits.

The public engagement and stakeholder outreach effort was an integral part of the LRTP update to guarantee that Metro is inclusive and responsive to its constituents, while ensuring responsible and transparent stewardship of public funds. The LRTP's Public Participation Plan Framework was presented to the Board in November 2017 and outlined key principles, goals, and established a timeline for engagement activities. The outreach was guided by and centered in Metro's Equity Platform which calls on Metro to 'Listen and Learn' as one of its four pillars. Engagement activities took place across all the nine LA County subregions across three phases: Baseline Understanding, Values Framework, and Draft LRTP.

The first phase, Baseline Understanding, was an open listening session meant to learn how people move through the county, what hurdles they encounter, and how they think Metro might best solve transportation challenges in the county. This initial round of outreach began in June 2018 where Metro used surveys, interviews, and pre-printed Post-It notes to ask the participants at public events what their visions or priorities were for the future of their community.

The second Phase, the Values Framework, began in January 2019 alongside the NextGen Bus Study workshops held throughout LA County. Metro asked participants to rank the five priorities Metro heard most often in the first phase of outreach—those being better transit, less congestion, more innovation, more affordable and inclusive, and safer more complete streets.

In the third phase, Metro released the completed the Draft LRTP for public comment in May 2020. The Draft LRTP was developed to reflect input gathered throughout the entire process. Metro asked for community input on the draft plan via several avenues: Telephone Town Hall, Webinar, Social Media Posts, OurNext.LA Website, Metro.net Website, Emails, and Postcards.

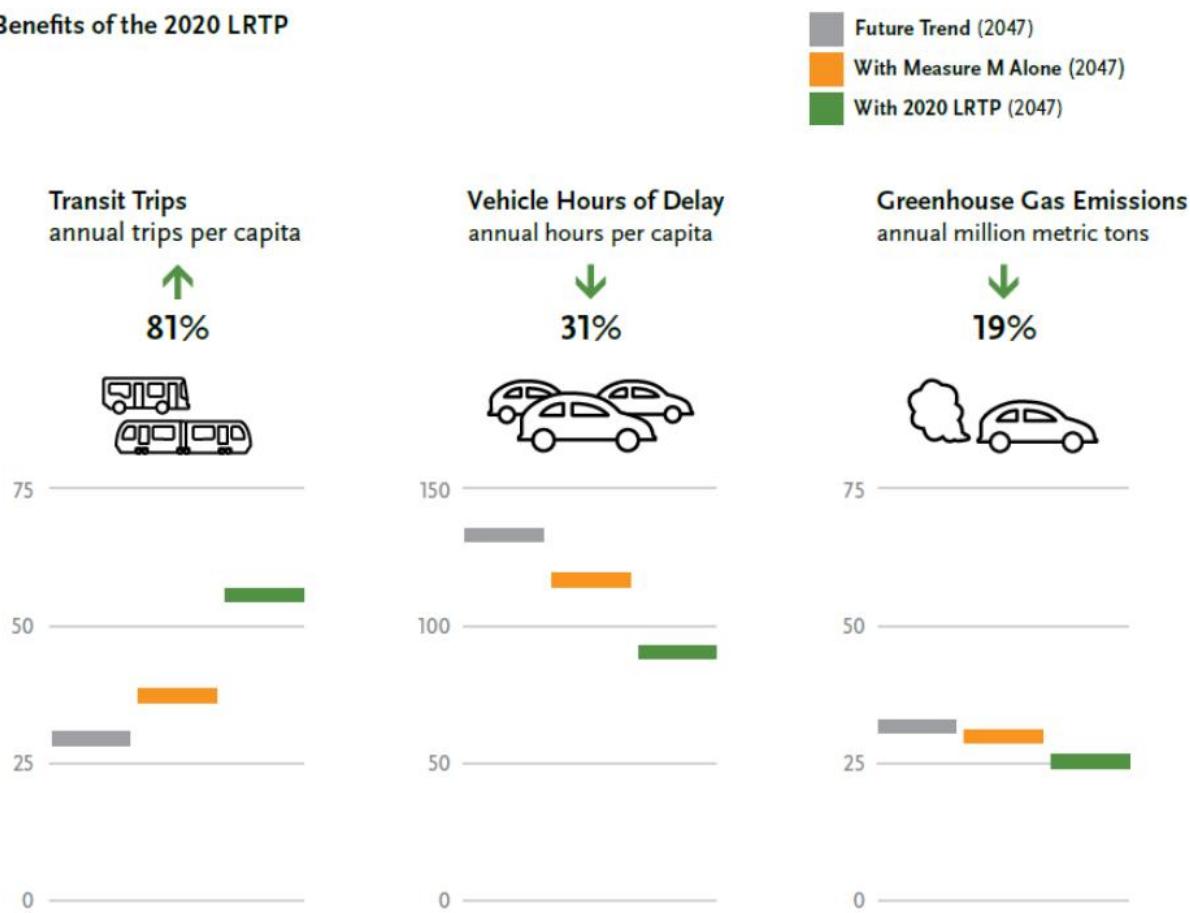
The LRTP public outreach process resulted in the region's desires being distilled into **four Priority Areas** which guide Metro towards a vision of the future that reflects the communities it serves:

- **Better Transit.** Projects and programs that expand transportation options and improve service
- **Less Congestion.** Programs and highway projects that reduce or are expected to reduce the time people spend in traffic
- **Complete Streets.** Programs and projects to maintain and improve upon street safety for all users, including elements to enhance the environmental sustainability of the transportation system
- **Access to Opportunity.** Efforts to invest in communities to create jobs and housing near transit



The major capital projects, programs, and policies in the 2020 LRTP – which includes the projects in the 2026 RTIP – have the potential to deliver significant mobility benefits to the region. The benefits at a glance are shown below.

Benefits of the 2020 LRTP



2016 Measure M Expenditure Plan

Metro first solicited the transportation priorities and needs as identified by the Subregions, and these proposals were evaluated based on Board-adopted performance goals of mobility, economy, accessibility, safety, and sustainability & quality of life. As a result, the draft expenditure plan was developed and was approved by the Metro Board in March 2016. The Draft Expenditure Plan was then presented through a broad and an extensive public outreach process, which included nine community meetings, one virtual community meeting, thirteen telephone town hall meetings, meetings with stakeholder groups, polling, surveys, and numerous other engagement efforts. The final Expenditure Plan along with the Measure M Ordinance language was adopted by the Board in June 2016. In July 2016, the Measure M Ordinance, inclusive of the Expenditure Plan, was submitted to the Los Angeles County Board of Supervisors, who approved officially placing the ordinance on the November 6, 2016 ballot at their August 2016 meeting. On November 6, 2016, Measure M was approved by 71% of LA County voters.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 7

Metro and Caltrans District 7 worked closely to develop the 2026 RTIP for Los Angeles County. Namely, consultation for the 2026 RTIP sought to ensure any necessary amendments were included to support the delivery of projects on the state highway system. Additionally, our two agencies coordinated to provide the most up-to-date information on a previously programmed state highway system project, the Multimodal Mobility Improvements (SR 138 Segment 4).

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Los Angeles County's Target share per the 2026 STIP Fund Estimate is \$134,483,000. This includes a \$5,724,000 PPM target. The Fund Estimate provides Los Angeles County a Maximum Target of up to \$218,369,000.

Los Angeles County's requested programming consists of Buses 21 ZEBs #4, Buses 7 ZEB Chargers, Eastside Transit Corridor Phase 2A, Marengo Mobility Hub at LA General Medical Center, and Eagle Rock Boulevard Multi-Modal Transportation Improvements, an additional \$5.7 million in PPM, and amendments to programming and scope that meet the Maximum Target. The new programming and amendments are shown in the tables below.

New Programming (\$000s)

Project Name and Location	Project Description	Requested RIP Amount
Name: Buses, 21 ZEBs #4 Location: Los Angeles County	Purchase 21 new battery electric buses to replace 21 Compressed Natural Gas (GNC) buses.	\$40,367
Name: Buses, 7 ZEB Chargers Location: Los Angeles County	Purchase and install 7 battery electric bus chargers.	\$20,042
Name: Eastside Transit Corridor Phase 2A Location: Los Angeles County	Build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project. RIP funds are requested for right-of-way.	Total: \$135,034 Target: \$51,148 Max: \$83,886
Name: Marengo Mobility Hub at LA General Medical Center Location: Los Angeles County	Build a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage on the Los Angeles General Medical Center campus.	\$10,840

Project Name and Location	Project Description	Requested RIP Amount
Name: Eagle Rock Boulevard Multi-Modal Transportation Improvements Location: City of Los Angeles	Construct mobility and access improvements to reduce vehicle and pedestrian conflicts on Eagle Rock Blvd, Fair Park Ave, and other surrounding streets. Includes protected bike lanes, bike routes with sharrows, roundabouts, landscaped medians, pedestrian refuge islands, curb extensions, traffic signal timing improvements, crosswalks, access ramps, street trees, pedestrian lighting, bus stop improvements, wayfinding, and bike racks/repair stations.	\$6,362
Name: Planning, Programming & Monitoring Location: Los Angeles County	Planning, programming, and monitoring of STIP and other state-funded projects.	\$5,724

Amended Programming (\$000s)

Project Name and Location	Project Description	Requested RIP Amount
Name: Valley Blvd Multi-Modal/Safety Improvements, Segment 1 Location: City of Los Angeles	Design and construct a dedicated bus lane during peak hours, new Class IV bike facility, local park expansions, standard sidewalks, raised medians with green space, on-street parking, railroad quiet zones, curb modifications, new street lighting, and upgrades to 32 existing bus shelters. The Valley Blvd project will be delivered in three segments. The proposed amendment is to revise the scope of the project such that RIP funds will be used for design for all three segments and construction of only Segment 1 (Union Station to Valley Blvd).	\$28,952
Name: Soto St Complete Streets, Multnomah-Mission Location: City of Los Angeles	Widen Soto Street from Multnomah Street to Mission Road to include the following: two southbound traffic lanes, two northbound traffic lanes, two (one in each direction) protected bicycle lanes, one median, new and wider sidewalk on the west side, new sidewalk on the east side of Soto Street, and widened roadway additional 20 feet for a total width of 90 feet. The proposed amendment partially reduces the RIP funds programmed in construction to fund right-of-way.	\$17,182

B. Advance Project Development Element (APDE)

There is no APDE capacity identified for the 2026 STIP.

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Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

The table below indicates other funding included with the delivery of projects included in the 2026 RTIP. See Project Programming Requests (PPRs) in Section 17 for additional detail. At this time, Metro does not anticipate that any other funding will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds.

Other Funding (\$000s)

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ITIP	STBG/ CMAQ	Local Funds	Other State (e.g. LPP, TCRP, TIRCP)	Other Federal (e.g. FTA 5339, 3005)	
No Amendments								
LAMIP113	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$1,000		\$1,290				\$2,290
LA9919293	Buses, 100 ZEBs #3	\$200,633						\$200,633
LA0D451	Multimodal Mobility Improvements (SR 138 Segment 4)	\$18,950						\$18,950
LAMIP106	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	\$6,500		\$5,000				\$11,500
LA29202N	Planning, Programming & Monitoring	\$25,845						\$25,845
Amendments to Scope/Programming								
LAMIP134	Valley Blvd multi-modal/safety improves, Segment 1	\$28,952		\$20,000				\$48,952
LAF7109	LA City Soto St. Complete Streets, Multnomah-Mission	\$17,182		\$7,367	\$9,354			\$33,903
Proposed New Projects								
S1160287	Buses, 21 ZEBs #4	\$40,367						\$40,367
S1160288	Buses, 7 ZEB Chargers	\$20,042						\$20,042

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ITIP	STBG/ CMAQ	Local Funds	Other State (e.g. LPP, TCRP, TIRCP)	Other Federal (e.g. FTA 5339, 3005)	
LA0G626	Eastside Transit Corridor Phase 2A (target request)	\$51,148		\$150,000	\$3,790,804	\$1,538,849	\$2,287,628	\$7,902,315
LA0G626	Eastside Transit Corridor Phase 2A (max request)	\$83,886	Same as above					
R24T001	Marengo Mobility Hub at LA General Medical Center	\$10,840			\$29,160			\$40,000
LAMIP101	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$6,362		\$10,000				\$16,362
LA29202N	Planning, Programming & Monitoring	\$5,724						\$5,724
Total		\$517,431	-	\$193,657	\$3,829,318	\$1,538,849	\$2,287,628	\$8,450,769

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Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

As a result of rapid and progressive development of new housing in the SCAG region and longer distances between homes and job centers, the Interstate and the State Highway System in southern California in general, and in the greater Los Angeles area specifically, continues to be overtaken and congested. As a result, needs are significant not only on interregional highways in the region, but also intercity rail and interregional active transportation corridors.

Interregional Highways. With consideration of recent changes in policies in favor of minimizing major capacity enhancement investments on the highway system, Metro aims to identify projects that would improve the operation and enhance the safety of the freeway system without adverse impacts on communities and the environment, and to provide equitable benefits to all users. Metro Highway Programs is currently working on a systemwide need assessment to invest in local interchange improvements, auxiliary lanes, HOV system enhancements, signal synchronizations on local streets, and other projects. Currently, the I-405, I-5, I-710, I-10, and the I-605, and the connecting State highways are the focus of these efforts.

Intercity Rail. Los Angeles County has two key needs in terms of interregional rail. First, since the commuter/intercity tracks in Los Angeles County are largely over 60% single track, double tracking the corridor is vital to support existing operational service reliability and on-time performance and increasing future service. Second, improving the operational flexibility and expanding intercity and regional rail service capacity at Los Angeles Union Station – the major multimodal transportation hub in California and the second busiest train terminal in the United States – is critical to regional, statewide, and national rail travel. These improvements will be made through the Link Union Station (Link US) project which was programmed in the 2020 ITIP. Link US will construct new run-through tracks on an elevated rail bridge over US-101, which requires BNSF to vacate an intermodal staging and rail car storage yard on the west bank of the LA River. For the 2026 ITIP, Metro requested funding for a component of Link US known as the Malabar Yard Improvements Project. The Project will convert operational aspects of BNSF's Malabar Yard located in the City of Vernon to offset the impact of intermodal freight rail storage loss due to Link US. In addition to freight and economic benefits, the Project will have direct benefits to intercity rail travelers in terms of travel time savings and decreased risk of pedestrian/train collisions. The Draft 2026 ITIP did not include the Project. Metro will continue to work with Caltrans and regional partners to identify funds through the ITIP or other sources.

Interregional Active Transportation Corridors. Metro is partnering with the City of Los Angeles to close gaps in the 51-mile LA River bicycle and pedestrian path. The northernmost section is a 12-mile series of gaps located in the San Fernando Valley and roughly follows two interregional highways, the I-5 and US-101. The LA River facility also provides connections to multiple Amtrak Pacific Surfliner intercity rail stations. Beginning with the 2022 ITIP, Metro has worked with the City of Los Angeles and Caltrans District 7 to request funding for segments of the San Fernando Valley section. For the 2026 ITIP, the request was made for LA River Way Bike Path Segment 6. The Draft 2026 ITIP includes \$4,250,000 for the project's pre-construction phases.

Section 9. Projects Planned within Multi-Modal Corridors

Provided here are descriptions of the projects' impact on other projects planned or underway within the corridor as required per Section 24e of the STIP Guidelines.

SR 138, Segment 4

State Route 138, from Avenue T in the City of Palmdale to junction with Route 18 in Llano, has been designated as a Corridor. This Corridor was divided into thirteen segments, each of which is a separate project. Segment 4 is one of the remaining three segments to complete the corridor. The project will relieve traffic congestion which in turn save energy, improve safety, increase circulation, improve air quality, and improve regional community access. The upgrading of this regional facility linking Los Angeles with San Bernardino County is crucial to provide safe and efficient regional transportation to this rapidly growing region. Segment 4 is now scoped as a multimodal improvements project, including sidewalks, traffic calming measures, and bike lanes.

Soto St Complete Streets, Multnomah-Mission

The Soto St Complete Streets project is a component of a larger Soto St corridor improvement effort which includes three major projects. The first project, north of this project, was completed in 2017 and included significant intersection improvements at Soto St and Mission Rd which removed the Mission St bridge grade separation to allow for better turning movements for vehicles and improved pedestrian and bicycle access from Mission Rd to Soto St. Completed in 2023 just south of the subject project is the Soto St Bridge Widening over Valley Blvd project which widens the bridge to include additional sidewalks on both sides of the bridge and additional roadway space for bike lanes. This project will complete this corridor improvement by connecting the pedestrian, bicycle, and vehicular improvements of the other two adjacent projects.

Valley Blvd Multimodal/Safety Improvements and Marengo Mobility Hub at LA General Medical Center Projects

The Valley Blvd project is one of several multi-modal improvement projects within the vicinity of the I-710 freeway to improve overall access from the San Gabriel Valley to Downtown LA in addition to improved local access in and around the neighborhoods along Valley Blvd. The project spans a 4.5-mile corridor connecting the I-710 freeway to Union Station via Valley Blvd, Mission Rd, and Cesar Chavez Ave, and will be delivered in three segments. The first segment from Union Station to Valley Blvd via Cesar Chavez Ave and Mission Rd

is proposed for funding in this RTIP. Just off Mission Rd is the LA General Medical Center. The proposed Marengo Mobility Hub at LA General Medical Center will enhance travel efficiency in the same corridor by linking existing Metro bus lines, future BRT routes, County-operated shuttles, and a planned Metrolink Rail Infill Station. These two separate projects will both contribute to reducing traffic congestion, vehicle miles traveled, and greenhouse gas emissions by promoting active and clean transportation choices such as walking, bicycling, car-sharing, and public transit.

Eastside Transit Corridor Phase 2A

The Project will enhance regional connectivity by extending the existing Metro E (Expo) Line further east from the East Los Angeles terminus and provide new and faster transit options which will help lead to equitable transit-oriented community development and in-fill growth opportunities throughout eastern Los Angeles County. Eastern Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of the Metro E (Expo) Line is approximately 4 miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no existing rail connection for the many communities located to the east. Many residents encounter long travel delays connecting to and from downtown Los Angeles and beyond. If unaddressed, these mobility challenges pose a risk to future population and economic growth, including challenges for transit-dependent populations, pedestrian and bicycle safety, capacity constraints on existing infrastructure, inefficiency of goods movement, poor air quality conditions, and other environmental considerations.

Buses #3, #4, and #5

These projects are part of Metro's effort to transition to zero-emission buses and to improve the state of good repair of Metro's bus fleet. As these buses will be integrated into Metro's fleet, they will be serving various transit corridors within Metro's countywide service area. The bus and the overall Metro fleet will support the implementation of Metro's NextGen Bus Plan, a service reimagination and improvement plan.

Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements

This project provides mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users. Due to the discontinuity of the SR 710 freeway, the Northeast Los Angeles community experiences high levels of vehicular congestion. In addition to this congestion, the corridors targeted by this project also experience higher levels of pedestrian and transit needs due to the high concentration of public facilities in the immediate vicinity. This project will provide mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users.

Eagle Rock Boulevard Multi-Modal Transportation Improvements

The project will provide mobility and access improvements to reduce vehicle and pedestrian conflicts on Eagle Rock Blvd, Fair Park Ave, and other surrounding streets. Due to the discontinuity of the SR 710 freeway, the Eagle Rock community experiences high levels of vehicular congestion. In addition to this congestion, the corridors targeted by this project also experience higher levels of pedestrian and transit needs due to the high concentration

of public facilities in the immediate vicinity. This project will provide mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users.

Section 10. Highways to Boulevards Conversion Pilot Program

Metro's main focus for highways to boulevards efforts has been the I-710 South. The freeway poses a significant transportation barrier for the surrounding communities, especially for those attempting to access opportunities on either side of the facility on foot or by bike. East Los Angeles residents resisted the I-710 freeway due to concerns with disruption to the historical street grid system and local access, demolition of thousands of existing homes, and displacement of residents and businesses. The freeway was constructed anyway and has been an impassable barrier in this community since.

Plans to widen the freeway to provide greater capacity for car and truck trips on I-710 were halted in 2021 when the Environmental Protection Agency determined that the environmental document for the proposed freeway widening and modernization would potentially violate the Clean Air Act and would not receive a finding of air quality conformity to allow the project to receive a Record of Decision. Soon after, the State of California and Metro suspended advancement of the project's environmental review, concerned about these air quality impacts as well as additional displacement and community deterioration for I-710 communities.

The Metro Board created the I-710 (now Long Beach-East LA) Corridor Task Force in September 2021 to convene community, industry, business, labor, transportation, and air quality stakeholders to develop a new approach to invest in the I-710 Corridor that is more multimodal and understanding of past harms caused to local communities like East Los Angeles. This planning and engagement approach is centered on equity and sustainability, and the inclusion of local communities like East Los Angeles in the planning process is yielding support for investments in projects like the Florence Avenue and Humphreys Avenue Active Transportation Crossing that unites and heals communities separated and harmed by the construction and ongoing operation of I-710. Ahead of the final Long Beach-East LA Corridor Mobility Investment Plan, the Metro Board approved projects as part of a Pre-Investment Plan Opportunity. From these projects, Metro submitted one application to the Caltrans Reconnecting Communities: Highways to Boulevards Pilot Program in September 2023 for the "Humphreys and Florence Avenue Active Transportation Crossings to Bridge the I-710 Divide in East LA" project. The application sought funding to bring together a group of Community-Based Organizations to serve as an advisory group that would begin community engagement activities in developing a concept plan throughout the planning, design, and implementation process for two active transportation crossings over the I-710 South at Florence Avenue and Humphreys Avenue. The two proposed improvement areas were supported by the community and directly address the historical harms caused by the I-710 South. The application was not selected for funding.

Section 11. Complete Streets Consideration (per Section 26)

There are complete streets elements in highway projects and local road improvements that are being carried over, amended, or proposed as new as part of the 2026 RTIP. Multimodal Mobility Improvements (SR 138 Segment 4) includes sidewalks, traffic calming measures, and bike lanes. The Soto St and Valley Blvd projects are both complete streets projects. The Marengo Mobility Hub and Eagle Rock Blvd Multi-modal Transportation Improvements Projects both provide improvements to serve different modes.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

SCAG is the largest Metropolitan Planning Organization (MPO) in the country, and the region is home to nearly 19 million Californians. The SCAG region's STIP includes several, often partial projects included in SCAG's 2024 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the greenhouse gas (GHG) emission reduction targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2026 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, including tolled express lane, and high occupancy vehicle (HOV) projects.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage-based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percentage of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list several measures to report, depending on available data and tools. A summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2026 STIP benefit/cost analysis (BCA) for the SCAG region is based on BCA submittals provided by the region's county transportation commissions. The model results were aggregated to calculate regional network benefits.

A BCA is an evaluation framework to assess the financial, economic, and societal advantages (benefits) and disadvantages (costs) of investment alternatives over a defined operational analysis period of a project. The project operational analysis period includes costs incurred before the project becomes operational and benefits and costs during the analysis phase of the project. Pre-implementation costs include project planning and development, construction, and commissioning. After the project opens, there are on-going operating and maintenance (O&M) costs.

To the extent possible, benefits and costs are quantified in monetary terms to provide a common measure with which to compare different alternatives. If a project's total benefits exceed the total project costs and negative impacts, then that project may be considered to have an overall positive impact. This can be calculated by using the benefit to cost ratio (BCR),

which takes the monetized benefits divides them by the by the monetized costs. A BCR greater than 1.0 indicates that the project may have an overall positive impact.

Typical benefits calculated in a BCA include:

- Savings resulting from reduced travel delay;
- Collision cost savings;
- Air quality improvements;
- Reductions in vehicle operating costs;
- Improvements in active transportation (i.e., walking and bicycling) journey quality;
- Improved health benefits due to walking and bicycling; and
- Other potential benefits (e.g., noise reduction, value of infrastructure assets).

To calculate benefits and costs, a BCA first defines a future baseline or “*No Build*” scenario that is compared to a future “*Build*” scenario, where the project is built as proposed. Comparing the monetized benefits between the *Build* and *No Build* cases represents the net change in welfare, or the benefits received due to the project over the lifecycle of the project.

For these categories, the benefits of the 2026 STIP Project *Build* planning scenario are compared with the *No Build* planning scenario. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), but there are also benefits for increased transit ridership and higher levels of walking and cycling. The 2026 STIP provides a regional network-level benefit/cost ratio of 3.1 as shown in the figure below.

The benefit/cost ratio does not include the benefits of some projects included in the SCAG region’s 2026 STIP, such as the purchase of 100 zero-emission buses or the purchase of 21 new battery electric buses to replace 21 Compressed Natural Gas (CNG) buses by the Los Angeles County Metropolitan Transportation Authority, and the Metrolink PCH Coastal Rail Bridge replacement in Orange County.

Investment Analysis

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. 2023\$)	\$2,036.2
Life-Cycle Benefits (mil. 2023\$)	\$6,272.8
Net Present Value (mil. 2023\$)	\$4,236.6
Benefit / Cost Ratio:	3.08

Total Over Project Analysis Period (2023\$)	
ITEMIZED BENEFITS (mil. \$)	
Travel Time Savings	\$2,556.9
Travel Time Reliability Benefits	\$944.6
Veh. Op. Cost Savings	\$1,474.0
Collision Cost Savings	\$1,188.7
Emission Cost Savings	\$134.4
Journey Quality	-\$4.1
Add'l Delay Savings	\$5.7
Add'l Safety Benefits	\$116.0
Health Benefits	\$75.2
Other Benefits (e.g., Residual Value, Noise)	-\$218.7
TOTAL BENEFITS	\$6,272.7
Person-Hours of Time Saved	266,742,367

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y <small>Default = Y</small>
2) Travel Time Reliability? (y/n)	Y <small>Default = Y</small>
3) Vehicle Operating Costs? (y/n)	Y <small>Default = Y</small>
4) Accident Costs? (y/n)	Y <small>Default = Y</small>
5) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	Y <small>Default = Y</small>

Total Over Project Analysis Period (2023\$)	
EMISSIONS REDUCTION	
CO Emissions Saved	\$0.47
CO ₂ Emissions Saved	\$75.12
NOX Emissions Saved	\$20.06
PM ₁₀ Emissions Saved	\$3.38
PM _{2.5} Emissions Saved	\$8.37
SOX Emissions Saved	\$1.16
VOC Emissions Saved	\$0.47

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

VTM per Capita

Impacts are expected to maintain No Build scenario conditions.

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.1 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)

Based on the 2022 California Transportation Asset Management Plan, 7.9 percent of National Highway System (NHS) pavement lane miles are in poor condition. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2022 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable.

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since express and HOV lane implementations, auxiliary lanes, and safety and operational improvements have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will maintain the *No Build* scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain *No Build* scenario conditions.

Change in acres of agricultural land

Not applicable.

GHG Impacts

Impacts are projected to maintain *No Build* scenario conditions.

Section 13. Regional and Statewide Benefits of RTIP

The 2026 RTIP for Los Angeles County primarily consists of five new projects and amendments to existing STIP projects. The new and amended projects continue to be significant for the region, and supportive of regional and statewide goals. The 2026 RTIP is modally balanced to advance the SCAG 2024 RTP/SCS Core Vision of maintaining and better managing the existing transportation network while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The four Priority Areas identified in the Metro 2020 LRTP: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity align with RTP/SCS strategies to advance the Core Vision. This section explains the qualitative regional – in the context of Metro's LRTP – and/or statewide benefits of the RTIP.

SR 138, Segment 4

The project is part of a 17-mile long stretch of corridor improvements located within the Antelope Valley, one of the fastest growing areas in Los Angeles County. The SR 138 is an important connection between the counties of Los Angeles and San Bernardino where SCAG has identified Job Centers at either end of the corridor. In addition, SR 138, between Route 14 in the West and I-15 in the East, has been designated as a safety corridor. The corridor is part of the State Highway System and is part of the highway truck network; which ensures oversized vehicles on the state highway system can be safely routed. SR 138 is listed under the California National Highway System. It is also included in the 1998 Interregional Road Strategic Plan, which strives to deliver a dependable and reasonable Level of Service for the interregional movement of people

and goods. Mitigating traffic congestion will increase circulation, improve regional community access, improve safety, and avoid the adverse air quality impacts that result from congestion. The upgrading of this regional facility linking Los Angeles with San Bernardino County is crucial to provide safe and efficient regional transportation to this rapidly growing region. This project, under *SR-138 Capacity Enhancements*, is part of Metro's 2020 LRTP investments to achieve **Less Congestion**.

Soto St. Widening Project, Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements, Valley Blvd Multi-Modal/Safety Improvements, Ford Boulevard Traffic Corridor Improvement Project, Eagle Rock Boulevard Multi-Modal Transportation Improvements, and Marengo Mobility Hub at LA General Medical Center

These six projects are part of the regionally significant SR-710 North Corridor Mobility Improvements and included in the 2020 LRTP to achieve **Less Congestion**. The SR-710 North Gap Closure Project Approval and Environmental Document process was initiated in 2011 by Metro and Caltrans following decades of unsuccessful efforts to identify investments to alleviate the escalating traffic congestion in east/northeast Los Angeles and western San Gabriel Valley resulting from the absence of a portion of the SR-710 and freeway linkage between the I-10 and I-210. At its May 2017 meeting, the Metro Board of Directors introduced Motion 29.1, which adopted the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative as the Locally-Preferred Alternative and directed staff to identify additional mobility improvements beyond the TSM/TDM projects listed in the SR-710 environmental document that could improve traffic flow along the SR-710 corridor between I-10 and I-210 as well as mobility improvements projects in the City and County of Los Angeles. Metro and local agencies identified projects that, upon implementation, would improve mobility in the SR-710 corridor.

The Soto St Complete Streets Project is a complete streets project located in the northeast part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the Communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The project is surrounded by the neighborhoods of Lincoln Heights in the south and west, Montecito Heights in the north, and El Sereno in the east. Land uses in this area include vacant land and residential uses to the east, industrial uses to the west and south, public education facilities to the south, and commercial uses to the north. The project would eliminate a bottleneck to reduce traffic delays and encourage local travel by providing bicycle lanes and widening the sidewalk. The project would relieve traffic congestion and safety due to reduced weaving in the southbound direction, improve vehicular safety by constructing a retaining wall to help keep hillside debris off the roadway, improve pedestrian safety by providing newer and wider sidewalks with wheelchair accessibility on the west side of the street and new sidewalks on the east side of the street, and protected bicycle lanes

on the east and west sides of the roadway. Upon completion, the project will reduce vehicle delays and improve Journey Quality, resulting in reduced greenhouse gas emission from transportation sources, consistent with Executive Order B-30-15.

The Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project will provide mobility and pedestrian access improvements to critical corridors, helping address access and safety concerns for all users. Project improvements include reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA-compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. The project meets the RTP/SCS goals of building and maintaining an integrated multimodal transportation network.

The Valley Blvd Multi-Modal Transportation Improvement Project is a comprehensive transportation initiative designed to connect major destinations within Los Angeles, such as Union Station, Cal State LA, Lincoln and Ascot Hills Parks and Los Angeles General Medical Center, through the construction and enhancements of multi-modal infrastructure. Segment 1 extends from Union Station to Valley Blvd. Project improvements include the addition of protected bike lanes, peak-period bus only lanes, standard width sidewalks, green space along pedestrian pathways, designated on-street parking, ADA accessible curb ramps, new signalized pedestrian crossings, enhanced crosswalk visibility, and new street and pedestrian lighting. The project will significantly improve transit access, connectivity, and ridership, while increasing safe and equitable access to employment hubs, schools, healthcare facilities and recreational spaces in the region.

The Ford Boulevard Traffic Corridor Improvement Project will modernize traffic operations, install communications, and signal infrastructure along Ford Boulevard, between Floral Drive and Olympic Boulevard, within the jurisdictions of the City of Monterey Park, Caltrans, and the unincorporated County community of East Los Angeles. This corridor serves as a vital north-south route for both commuter traffic and goods movement, impacted by the SR-710 Freeway gap. The project will address congestion, safety, and air quality concerns through the Traffic Signal Synchronization Program (TSSP) and Intelligent Transportation Systems (ITS). The project scope includes upgrading traffic signal controllers at 5 intersections between Floral Drive and 3rd Street, implementing synchronized signal timing at 7 intersections between Floral Drive and Olympic Boulevard, and installing 0.7 miles of fiber optics to connect 5 signalized intersections between Floral Drive and 3rd Street. These upgrades will optimize traffic flow, reduce vehicle idling and stops, improve travel times, enhance safety, and contribute to cleaner air for East Los Angeles residents.

The Eagle Rock Boulevard Multi-Modal Transportation Improvements project will provide mobility and access improvements to reduce vehicle and pedestrian conflicts on Eagle Rock Blvd, Fair Park Ave, and other surrounding streets. Improvements include protected bike lanes, bike routes with sharrows, roundabouts, landscaped medians, pedestrian refuge islands, curb extensions, traffic signal timing improvements, crosswalks, access ramps, street trees, pedestrian lighting, bus stop improvements, wayfinding, and bike racks/repair stations.

The Marengo Mobility Hub project will construct a new mobility hub on the campus of the Los Angeles General Medical Center to enhance connectivity, safety, and access to the medical center that is a major employment center and the neighboring community of East Los Angeles. It will serve many existing transit lines, such as eight existing Metro bus lines and Public Works' Wellness Center Shuttle, as well as future Bus Rapid Transit lines planned in this area. The proposed enhancements include a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage.

Bus Replacement Projects and Bus Charger Project

The two bus acquisition projects (existing project Buses 100 ZEBs #3 and proposed project Buses 21 ZEBs #4) and the bus chargers' acquisition (Buses 7 ZEB Chargers) will improve the safety, resilience, and sustainability of the fleet by replacing the portion of Metro's CNG bus fleet that has exceeded its useful life with ZEBs. The vehicles purchased will support Metro's operation of bus routes throughout a 1,479-mile service area providing Los Angeles County residents with access to jobs, education, health care, goods and services, recreation, and other activities. Additionally, Metro's bus system connects to the Southern California Regional Rail network, the national Amtrak rail system, and regional airports. Replacing the existing bus fleet will improve the safety and resilience of Metro's bus fleet, which is critical for providing a viable and attractive alternative transportation mode. New buses incorporate the latest safety systems and features that will help improve both passenger and pedestrian safety. Examples are: improved ADA securement provisions, self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, curbside cornering lights, operator safety barriers, video monitors, real-time video security system accessibility, collision avoidance sensors, and improved passenger door sensors. By replacing CNG buses with cleaner ZEBs, these projects are consistent with N-19-19 and the California Air Resources Board's Innovative Clean Transit Rule. These projects are part of Metro's 2020 LRTP to achieve **Better Transit** by optimizing sustainable and resilient operations and maintenance of fleet, infrastructure, and facilities by transitioning to zero-emission buses systemwide.

Eastside Transit Corridor Phase 2A

The project is an approximately 9-mile extension of the Metro E Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles. Eastern Los Angeles County's constrained transportation network restricts transit-dependent communities from accessing equitable transportation to downtown Los Angeles, the Westside, and connections beyond. Due to high population growth and the absence of an eastern rail connection to downtown LA, locals encounter long travel delays, compromised infrastructure, and poor environmental conditions. This Project proposes an eastside corridor extension to increase ridership, transportation options, safety, and geographic equity for transit-dependent and disadvantaged/low-income communities in eastern Los Angeles County. The benefits of this Project will increase mobility by providing new and faster transportation options that will enable better connections and reduced transfers for travelers in eastern LA County. By increasing transit-dependent communities' access to Metro's regional transit system, the Project will ease traffic congestion, reduce greenhouse gas emissions, and decrease air pollution. It will additionally enable equitable development and in-fill growth opportunities in eastern LA County to accommodate increased population and economic demands. This project is part of Metro's 2020 LRTP to achieve **Better Transit** by expanding rail transportation countywide.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

The table summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Future Level of Performance (<i>No Build</i> planning scenario)		Projected Performance Improvement (2050)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	19.8		No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.01%		Reduction of 0.13%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Increases transit mode share by 0.05%.	Travel to School: Maintains <i>No Build</i> scenario conditions.
	Vehicle Trips Drive Alone	62.28%	10.52%		
	Vehicle Trips 2 Person Carpool	8.21%	1.83%		
	Vehicle Trips 3+ Person Carpool	6.41%	0.71%		
	Auto Passenger Trips	7.10%	40.42%		
	Transit Trips	7.75%	9.70%		
	Non-Motorized Person Trips	8.25%	36.81%		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival)	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 46.17% Jobs % = 50.96%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 23.8 mins Auto School = 9.6 mins Transit Home Based Work = 64.9 mins Transit School = 23.6 mins		Maintains <i>No Build</i> scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO2 emissions reduction per capita (daily)	10.2 lbs.		Maintains <i>No Build</i> scenario conditions.	

SCAG certifies that the proposed 2026 RTIP is consistent with the current approved RTP/SCS.

Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

The following are project specific benefit evaluations for the new proposed bus project and Eastside Transit Corridor Phase 2A.

Buses, 21 ZEBs #4 and Buses, 7 ZEB Chargers

A benefit-cost analysis (BCA) was conducted for the procurement of 21 battery electric buses (BEBs) and seven chargers. The analysis was conducted in accordance with the benefit-cost methodology as outlined by Caltrans Benefit/Cost (Cal B/C) analysis, with parameters taken from the Cal-B/C Parameter Guide Version 8.1 and the Cal B/C Federal Comparison of Value Matrix 2025.1,2 The period of analysis corresponds to 13.5 years and includes 1.5 years of pre-construction and construction activities and 12 years of benefits and costs after operations begin in mid-2030. This project life corresponds to the expected useful life of the buses and charging equipment.

To assess the incremental benefits, a no-build scenario was defined as reduced bus service due to Metro not having the buses. Historically, the no-build scenario for similar projects would reflect continued operations of internal combustion engine buses, but under the 2018 Innovative Clean Transit regulation, Metro's bus procurements must be zero emission starting in 2029, the same year vehicle procurements are expected. Due to this restriction, reduced bus operations was determined to be the most realistic no-build scenario

In 2024 dollars, the projects are expected to generate \$120.0 million in discounted benefits using a 4% discount rate. The monetized project benefits are realized primarily through reductions in vehicle miles traveled in the build scenario due to higher levels of bus service. This change drives lower emissions, improved safety, lower vehicle O&M and reduced congestion, all of which are monetized in this analysis. For travel time savings, the BCA captures both a benefit for faster travel times due to fewer cars on the road in the build scenario, and a disbenefit due to diversion from personal cars to buses, which will lead to longer travel times for those diverted bus passengers. This leads to an overall discounted Net Present Value of \$89.3 and a Benefit Cost Ratio (BCR) of 3.16. Summaries of the BCA results are in the tables below.

Summary of BCA Results

Variable	Unit	Undiscounted	Discounted
Total Benefits	millions of 2024\$	\$189.2	\$120.0
Total Costs	millions of 2024\$	\$50.8	\$41.4
Net Present Value	millions of 2024\$	\$154.7	\$89.3
Benefit-Cost Ratio	ratio	4.04	3.16
Internal Rate of Return	percent	34%	
Payback Period	years	3	

*Itemized Benefits over Project Lifecycle,
Millions of 2024\$*

Benefit Category	Undiscounted	Discounted
Travel Time	-\$194.8	-\$122.6
Emissions	\$28.9	\$18.2
Safety	\$149.3	\$94.1
Vehicle O&M (includes fuel)	\$204.8	\$129.4
Congestion	\$53.6	\$33.8
Residual Value	\$0.3	\$0.1
Change in O&M / R&R Costs	-\$52.9	-\$33.0

Quantified Metrics (Reduction in Values)

Benefit Category	Unit	Project Lifecycle
Emissions - NOX	metric tons	25.8
Emissions - PM2.5	metric tons	17.1
Emissions - SOX	metric tons	1.6
Emissions - CO2	metric tons	244594.0
Safety - Fatal Crashes Reduction	Crashes	5.0
Safety - Injury Crashes	Crashes	297.1
Safety - Property Damage Only (PDO) Crashes	Crashes	675.3

Eastside Transit Corridor Phase 2A

Phase 2A is an electric-powered light rail transit service extension in eastern Los Angeles County. It would consist of 4.7 miles of reconfigured and new light rail transit guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 mile of existing track to transition to a new 4.3-mile extension. This alternative would have approximately 3.1 miles of underground, 0.9 mile of aerial, and 0.7 mile of at-grade alignment and a relocated underground Atlantic/Pomona station and three new stations: Atlantic/Whittier, Commerce/Citadel, and Greenwood. Phase 2A includes guideway and system facilities to support vehicle operations, such as overhead catenary systems, radio communications, and train control houses for signal and control equipment that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover), and may include a potential maintenance and storage facility (MSF) in the City of Montebello. Metro is currently conducting an MSF refinement study for right-sizing of the MSF facility and exploring design alternatives to minimize right-of-way impacts to the project's corridor communities.

Phase 2A would construct a transit option for communities in eastern Los Angeles County, enhancing regional connectivity, supporting transit-dependent populations, and serving high-density urban areas. Phase 2A would expand transit opportunities in eastern Los Angeles County, provide a transportation alternative to local and arterial roadways during periods of congestion, improve quality of life by enhancing mobility and access options, and serve a population with high transit demand. The table below summarizes the project's benefits.

Project-Level Benefit Evaluation Summary

Parameter	Data
Change in VMT per capita	Regional per capita VMT reduction is $8,000 / 22,129,437 = 0.0362\%$ Project area VMT reduction per capita would be $8,000 / 268,000$ residents and employees within 0.25 miles of the corridor and 0.5 miles of project stations = 3.0% VMT reduction per capita.
Change in percent of congested VMT (at or below 35 mph)	Half of the VMT reduction ($8,000 / 2 = 4,000$) per day is at congested speed. $4,000 / 22,129,437 = 0.018\%$ VMT reduction per capita for the region $4,000 / 268,000 = 1.5\%$ VMT reduction per capita for the project area
Change in commute mode share (travel to work or school)	Regional change of vehicle commute trips from 24.12% in No Build to 24.01% in Build Conditions across the region. A 0.11% increase in commute trips using transit mode. Localized change (East Los Angeles, Montebello, Commerce) from 4.2% in No Build to 7.6% in Build Conditions.
Change in percent of distressed state highway lane-miles	N/A
Change in pavement condition index (local streets and roads)	N/A
Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below)	N/A
Change in percent of transit assets that have surpassed the FTA useful life period	From 114 stations (including D Line Extension) to 117 stations, 4 of them are new. At least $4 / 117 = 3.4\%$ decrease in transit assets that have surpassed the FTA useful life period.
Change in highway buffer index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A
Change in fatalities and serious injuries per capita	Change (reduction) in fatalities: from 14.0 to 12.3 = 12.1 percent reduction

Parameter	Data
	Change (reduction) in serious injuries: from 63.8 to 63 = 1.3 percent reduction
Change in fatalities and serious injuries per VMT	In terms of number of collisions: 0.013 reduction for fatalities, 0.036 reduction for serious injuries, based on 2.544 million VMT reduction annually with project.
Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Housing (Commerce + Montebello): 2019: 3,400 + 19,600 = 23,000 2050: 3,700 + 21,600 = 25,300 (25,300 – 23,000) / 23,000 = 10.0% growth Jobs (Commerce + Montebello): 2019: 52,800 + 29,600 = 82,400 2050: 54,300 + 30,700 = 85,000 (85,000 – 82,400) / 82,400 = 3.2% growth
Change in mean commute travel time (to work or school)	16.6 - 7.9 = 8.7 minutes time savings on average (between Greenwood/Washington and Atlantic/Pomona)
Change in acres of agricultural land	N/A
Change CO2 emissions reduction per capita	Reduction of 334 metric tons of CO2 per year for Commerce MSF, or reduction of 333 metric tons of CO2 per year for Montebello MSF
Change in accessibility and on-time performance	Improved accessibility and on-time performance due to majority of the alignment being underground/aerial, with only 0.7 mile of at-grade alignment.
Change in farebox recovery ratio	29 (22 existing plus 7 D Line Extension) to 33, a 13.8% increase. Overall, 29/114 to 33/117 stations with full-height fare gates, from 25.4% to 28.2%, a 2.8% increase in overall stations with full-height fare gates.

Life Cycle Benefits Assessment

- Travel Time Savings: \$52.1 million over 50 years, \$1,042,000 annual average
- Vehicle Operating Cost Savings: \$15.6 million over 50 years, \$313,000 annual average
- Emission Cost Savings: \$2.2 million over 50 years, \$44,000 annual average
- Fatalities Avoided: 83 over 50 years, 1.7 annual average
- Serious Injuries Avoided: 40 over 50 years, 0.8 annual average
- Total Injuries Avoided: 999 over 50 years, 20 annual average
- PDO Avoided: 1,416 over 50 years, 28 annual average

The project is consistent with Executive Order B-30-15. The project is forecast to reduce emissions:

- Tons of CO emissions saved over 50 years: 116
- Tons of CO2 emissions saved over 50 years: 468.378
- Tons of NOx emissions saved over 50 years: 146

- Tons of PM10 emissions saved over 50 years: 25
- Tons of PM2.5 emissions saved over 50 years: 24
- Tons of SOx emissions saved over 50 years: 33
- Tons of VOC emissions saved over 50 years: 10

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

Provided here is project information per Section 48 of the 2026 STIP Guidelines for carryover, amended, and new projects proposed in the 2026 RTIP. Section 17 includes PPRs for each project, which provide additional required information.

Carryover Projects

Multimodal Mobility Improvements (SR 138 Segment 4)

PPNO: 4353

Implementing Agency: Caltrans

Project Description: In the Los Angeles County unincorporated community of Littlerock on SR 138 from 70th Street East to 0.1 mile east of 77th Street East. Multimodal mobility improvements, including installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

Project Cost: \$18,950,000

Location: SR 138 from PM 53.100 to PM 54.300

Project Map:



Bus Acquisition #3

PPNO: 6347

Implementing Agency: Metro

Project Description: Metro operates bus routes within a 1,479 square mile service area in Los Angeles County. Metro's fleet of over 2,300 buses facilitates the operation of these routes countywide. To ensure vehicles can effectively operate service, buses are maintained throughout their useful life and are retired once their useful life has been exceeded. To maintain a fleet-wide state of good repair and meet CARB's mandate for all new bus purchases to be ZEBs beginning in January 2029, Metro proposes programming RIP funds to this bus acquisition project which will purchase 100 ZEBs.

Project Cost: \$200,633,000

Location: Metro bus service area depicted in Project Map below

Project Map:



Ford Boulevard Traffic Corridor Improvement Project (N-S)

PPNO: 6433

Implementing Agency: County of Los Angeles

Project Description: The Project consists of four key components aimed at enhancing mobility and traffic flow within the corridor. These include upgrading traffic signal controllers with next-generation firmware, installing closed-circuit television (CCTV) cameras at key intersections, deploying fiber optic communication infrastructure, and implementing coordinated traffic signal timing. The upgrades will span from Floral Drive to Olympic Boulevard, with additional improvements extending to 3rd Street and Whittier Boulevard. These enhancements collectively improve traffic operations, reduce congestion, and support real-time traffic management.

Project Cost: \$2,290,000

Location: 34.03339164815579, -118.1691649099026

Project Map:



Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements

PPNO: 6432

Implementing Agency: City of Los Angeles

Project Description: This active transportation project is located in the northeast region of the City of Los Angeles. It involves pedestrian improvements along Figueroa Street, extending from Avenue 60 to Meridian Street. Additionally, improvements will be made along Meridian Street between Figueroa Street and Avenue 63, as well as on Avenue 63 between Meridian Street and Ruby Street. The project aims to enhance mobility and improve access to transit connectivity, thereby increasing ridership and providing greater mobility to key destinations along Figueroa Street, particularly at the intersection of Figueroa Street and York Boulevard. The proposed improvements include reconstructed sidewalks and driveways, curb extensions, median island alterations, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements are designed to create a safer and more accessible environment for pedestrians, cyclists, and transit users, contributing to a more connected and sustainable urban landscape.

Project Cost: \$11,500,000

Location: 34.11548083171536, -118.18432529746165

Project Map:



Amended Projects

Valley Boulevard Multi-Modal Transportation Improvement Project

PPNO: 5960

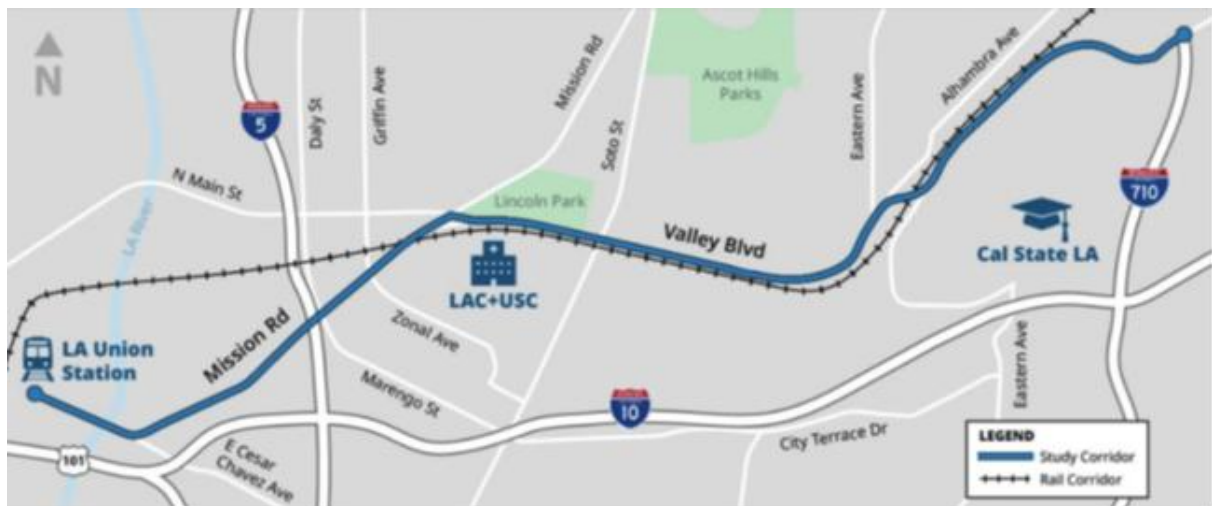
Implementing Agency: Metro

Project Description: The project is a comprehensive transportation initiative designed to connect major destinations within Los Angeles, such as Los Angeles Union Station, California State University Los Angeles (Cal State LA), Lincoln and Ascot Hills Parks, and the Los Angeles General Medical Center, through the construction and enhancement of multi-modal infrastructure. The project aims to improve mobility, accessibility, and safety for all users while enhancing the overall quality of life for communities along the corridor. The project spans approximately 4.5 miles and is divided into three segments: Segment 1 extends from Union Station to Valley Boulevard. Project improvements include the addition of protected bike lanes, peak-period bus-only lanes, standard-width sidewalks, green space along pedestrian pathways, designated on-street parking, ADA-accessible curb ramps, new signalized pedestrian crossings, enhanced crosswalk visibility, and new street and pedestrian lighting.

Project Cost: \$48,952,000

Location: Project is on Valley Boulevard and Mission Boulevard, between L.A. Union Station and the 710 Fwy ramp.

Project Map:



LA City Soto St. Complete Streets, Multnomah-Mission

PPNO: 5961

Implementing Agency: City of Los Angeles

Project Description: The project is a complete streets project located in the northeast part of the City of Los Angeles, along Soto Street between Multnomah St and Mission Rd. Soto Street consists of four lanes, except in the project area, where it currently consists of three traffic lanes: two in the northbound direction and one in the southbound direction, with no center median. There is a curb, gutter, and sidewalk on the westerly side of Soto St, and curb and gutter, but no sidewalk on the easterly side of Soto St. The project will widen 0.6 miles of Soto St from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; add and widen approximately 2,500 feet of sidewalk on the west side of the street and add approximately 2,700 feet of new sidewalk on east side of the street; create a new striped median and add protected bicycle lanes and shoulders to both sides of Soto St; and incorporate Green Street elements consisting of infiltration basins with drought-tolerant planting that would include approximately 2,500 feet of new storm drain culvert. The project would also improve the existing signalized intersection of Multnomah St and Soto St and make street lighting improvements along Soto St.

Project Cost: \$33,903,000

Location: 34.07711281826377, -118.19408721802843

Project Map:



New Projects

Buses, 21 ZEBs, #4

PPNO: not yet assigned

Implementing Agency: Metro

Project Description: Purchase 21 new battery electric buses to replace 21 Compressed Natural Gas (CNG) buses.

Project Cost: \$40,367,000

Project Study Report Equivalent: [available here](#)

Location: Metro bus service area depicted in Project Map below

Project Map:



Buses, 7 ZEB Chargers

PPNO: not yet assigned

Implementing Agency: Metro

Project Description: Purchase and install 7 battery electric bus chargers as part of Metro effort to electrify its bus fleet in compliance with state regulations and with Metro's sustainability goals

Project Cost: \$20,042,000

Project Study Report Equivalent: [available here](#)

Location: Metro bus service area depicted in Project Map below

Project Map:



Eastside Transit Corridor Phase 2A

PPNO: not yet assigned

Implementing Agency: Metro

Project Description: The Project is the first phase of a proposed 9-mile light rail transit line extension of the Metro E Line from its current terminus station at Atlantic/Pomona in East Los Angeles to the City of Whittier. The Project will provide new and faster transit option which will help lead to equitable transit-oriented community development and in-fill growth opportunities throughout eastern Los Angeles County. The first phase (Phase 2A) will extend the E Line 4.7 miles from Atlantic/Pomona in East Los Angeles to Greenwood in Montebello with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations.

Project Cost: \$7,503,463,000

Project Study Report Equivalent: [available here](#)

Location: From Atlantic Blvd in East Los Angeles to Greenwood in Montebello

Project Map



Marengo Mobility Hub at LA General Medical Center

PPNO: not yet assigned

Implementing Agency: County of Los Angeles

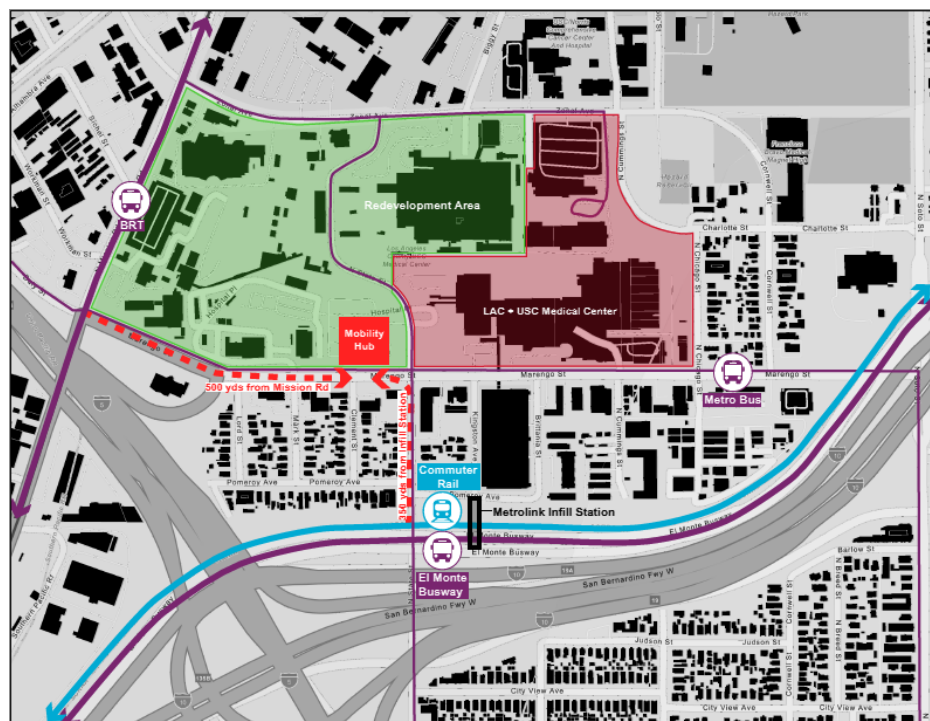
Project Description: The project is located in the County of Los Angeles, on Marengo Street between State Street and Mission Road, within the LA General Medical Center campus in East Los Angeles. The Marengo Mobility Hub at LA General Medical Center will be a new, centralized transit demand management facility that enhances connectivity, safety, and access to the Campus and surrounding communities. The Hub will support multimodal travel by linking Metro bus lines, future BRT routes, County-operated Wellness Center shuttles, and the planned Metrolink Rail Infill Station. It will provide park-and-ride and car-share spaces with EV chargers, transit shelters with real-time passenger information, bike-share and secure bike parking, lighting, security cameras, emergency phones, and wayfinding signage. A landscaped public plaza will connect major campus destinations and improve pedestrian access across the site.

Project Cost: \$40,000,000

Project Study Report Equivalent: [available here](#)

Location: On Marengo Street between State Street and Mission Road

Project Map:



Eagle Rock Boulevard Multi-Modal Transportation Improvements

PPNO: not yet assigned

Implementing Agency: City of Los Angeles

Project Description: In the City of Los Angeles in the community of Eagle Rock, on Eagle Rock Blvd between York Blvd and Merton Ave, Fair Park Ave between Eagle Rock Blvd and Maywood Ave, Ellenwood Dr between Colorado Blvd and Ridgeview Ave, Ridgeview Ave between Ellenwood Dr and N Ave 46, and N Ave 46 between Ridgewood Ave and York Blvd. Construct mobility and access improvements to reduce vehicle and pedestrian conflicts on Eagle Rock Blvd, Fair Park Ave, and other surrounding streets. Includes protected bike lanes, bike routes with sharrows, roundabouts, landscaped medians, pedestrian refuge islands, curb extensions, traffic signal timing improvements, crosswalks, access ramps, street trees, pedestrian lighting, bus stop improvements, wayfinding, and bike racks/repair stations.

Project Cost: \$16,362,000

Project Study Report Equivalent: [available here](#)

Location: On Eagle Rock Blvd from Colorado Blvd on the north to York Blvd on the south, and on Fair Park Ave from Eagle Rock Blvd on the west to Maywood Ave on the east.

Project Map:



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F. Appendices

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Section 17. Projects Programming Request Forms

Carryover Projects (No Amendments)

1. Ford Boulevard Traffic Corridor Improvement Project (N-S)
2. Bus Acquisition #3, 100 ZEBs
3. Multimodal Mobility Improvements (SR 138 Segment 4)
4. Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements

Amended Projects

1. Valley Blvd Multi-modal/Safety Improvements
2. LA City Soto St. Complete Streets, Multnomah-Mission

New Projects

1. Marengo Mobility Hub
2. Eagle Rock Boulevard Multi-Modal Transportation Improvements
3. Bus Acquisition #4, 21 ZEBs
4. Bus Acquisition #5, 7 ZEB Chargers
5. Eastside Transit Corridor Phase 2A
6. Planning, Programming & Monitoring

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/12/2025 12:05:40	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			6433	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Masashi Tsujii			626-458-3950	mtsujii@dpw.lacounty.gov		

Project Title

Ford Boulevard Traffic Corridor Improvement Project (N-S)

Location (Project Limits), Description (Scope of Work)

Install new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Boulevard between Floral Drive and 3rd Street. This project will complete Traffic Signal Synchronization (TSSP) improvements at 7 intersections on Ford Boulevard between Floral Drive and Olympic Boulevard. Other project components include Intelligent Transportation System (ITS) improvements.

This project is located in the San Gabriel Valley subregion. Jurisdictions include the City of Monterey Park, Caltrans, and the unincorporated areas of Los Angeles County.

Component	Implementing Agency
PA&ED	Los Angeles County
PS&E	Los Angeles County
Right of Way	Los Angeles County
Construction	Los Angeles County

Legislative Districts

Assembly:	49,52	Senate:	25,26	Congressional:	34,28
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Project Milestone	Existing	Proposed
Project Study Report Approved	05/01/2025	
Begin Environmental (PA&ED) Phase		05/31/2025
Circulate Draft Environmental Document	Document Type CE	07/01/2025
Draft Project Report		08/01/2025
End Environmental Phase (PA&ED Milestone)		09/29/2025
Begin Design (PS&E) Phase		09/30/2025
End Design Phase (Ready to List for Advertisement Milestone)		09/30/2026
Begin Right of Way Phase		06/30/2026
End Right of Way Phase (Right of Way Certification Milestone)		08/30/2026
Begin Construction Phase (Contract Award Milestone)		08/31/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/29/2028
Begin Closeout Phase		01/31/2029
End Closeout Phase (Closeout Report)		06/29/2029

Date 08/12/2025 12:05:40

Purpose and Need

The Project is consistent with Metro's Board Motion goals for congestion relief in the SR-710 freeway gap, with a focus on improving mobility along the SR-710. It is part of a broader signal synchronization and ITS improvement initiative in the East Los Angeles community, integrating with adjacent corridor enhancements such as Fremont Avenue, Monterey Pass Road, Mednik Avenue, Arizona Avenue, and City Terrace Drive. The Project includes 2070 controller upgrades, fiber optics, CCTV cameras, and other communication system enhancements, which complement and positively impact other TSSP and ITS projects programmed for the region. This integration ensures a balanced approach that addresses both congestion relief and multi-modal transportation needs.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	0.7
TMS (Traffic Management Systems)	Software and hardware systems	EA	5
Operational Improvement	Intersection / Signal improvements	EA	7

Date 08/12/2025 12:05:40

Additional Information

This project supports Sustainable Communities Strategy Goals and reduces greenhouse gas emissions by improving traffic flow, decreasing vehicle idling, and lowering fuel consumption. Similar projects have shown up to a 9% reduction in carbon dioxide at key intersections, with TSSP projects saving 471,306 gallons of fuel and 247,658 pounds of carbon monoxide annually over 12 miles. This project is expected to deliver comparable or greater benefits per mile, contributing to air quality improvements and energy efficiency.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	34	-34
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	3.5	-3.5

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6433
Project Title					
Ford Boulevard Traffic Corridor Improvement Project (N-S)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			363	75				438	
R/W SUP (CT)									
CON SUP (CT)				852				852	
R/W									
CON					1,000			1,000	
TOTAL			363	927	1,000			2,290	

Fund #1:	RIP - STIP Augmentation (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency California Transportation Commission
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,000			1,000	
TOTAL					1,000			1,000	

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			363	75				438	
R/W SUP (CT)									
CON SUP (CT)				852				852	
R/W									
CON									
TOTAL			363	927				1,290	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/15/2025 14:07:48	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07			6347	Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County							
				MPO	Element		
				SCAG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
N.De Castro /A. Figel			213-922-6166	decastrom@metro.net			
Project Title							
Bus Acquisition #3							

Location (Project Limits), Description (Scope of Work)

Purchase 100 Zero-Emission Buses (ZEBs).

Component	Implementing Agency		
PA&ED	Los Angeles County Metropolitan Transportation Authority		
PS&E	Los Angeles County Metropolitan Transportation Authority		
Right of Way	Los Angeles County Metropolitan Transportation Authority		
Construction	Los Angeles County Metropolitan Transportation Authority		
Legislative Districts			
Assembly:	48,64,65,53,54,45,46,62	Senate:	33,18,35,22,25,27,30
		Congressional:	32,37,40,43,44,29,30
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		10/01/2026	10/01/2026
Circulate Draft Environmental Document	Document Type	11/15/2026	11/15/2026
Draft Project Report		11/30/2026	11/30/2026
End Environmental Phase (PA&ED Milestone)		12/31/2026	12/31/2026
Begin Design (PS&E) Phase		01/01/2027	01/01/2027
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2028	01/01/2028
Begin Right of Way Phase			01/01/2028
End Right of Way Phase (Right of Way Certification Milestone)			01/01/2028
Begin Construction Phase (Contract Award Milestone)		12/31/2028	12/31/2028
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2031	12/31/2031
Begin Closeout Phase		01/01/2032	01/01/2032
End Closeout Phase (Closeout Report)		06/30/2032	06/30/2032

Date 09/15/2025 14:07:48

Purpose and Need

Supports Metro bus operations and ensures Metro's fleet is in a state of good repair.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	100

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	8,000	-8,000
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	221,724	-221,724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	269,381	-269,381

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6347
Project Title					

Bus Acquisition #3

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							200,633	200,633	
TOTAL							200,633	200,633	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							200,633	200,633	
TOTAL							200,633	200,633	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.10.070.625
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							200,633	200,633	
TOTAL							200,633	200,633	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							200,633	200,633	
TOTAL							200,633	200,633	

Complete this page for amendments only				Date 09/15/2025 14:07:48	
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6347

SECTION 1 - All Projects

Project Background

No change

Programming Change Requested

Reason for Proposed Change

No change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

No change

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	03/12/2024 13:15:52	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07	28600	0713000500	4353	Caltrans District 7			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County	138	53.100	54.300				
				MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Jane Yu			213-760-6906	jane.yu@dot.ca.gov			

Project Title

Multimodal Mobility Improvements (Segment 4)

Location (Project Limits), Description (Scope of Work)

In Littlerock from 70th Street East to 0.1 mile east of 77th Street East. Multimodal mobility improvements includes installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

Component	Implementing Agency
PA&ED	Caltrans District 7
PS&E	Caltrans District 7
Right of Way	Caltrans District 7
Construction	Caltrans District 7

Legislative Districts

Assembly:	36	Senate:	21	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/07/1991	10/07/1991
Begin Environmental (PA&ED) Phase	04/07/1993	04/07/1993
Circulate Draft Environmental Document	11/15/2000	11/15/2000
Document Type EIR/FONSI		
Draft Project Report	09/29/2000	09/29/2000
End Environmental Phase (PA&ED Milestone)	03/30/2001	03/30/2001
Begin Design (PS&E) Phase	12/10/2018	12/10/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/13/2024	07/29/2026
Begin Right of Way Phase	01/02/2020	01/02/2020
End Right of Way Phase (Right of Way Certification Milestone)	11/08/2024	07/01/2026
Begin Construction Phase (Contract Award Milestone)	07/25/2025	02/18/2027
End Construction Phase (Construction Contract Acceptance Milestone)	02/11/2028	01/31/2029
Begin Closeout Phase	02/11/2028	01/31/2029
End Closeout Phase (Closeout Report)	01/09/2032	01/09/2032

Date 03/12/2024 13:15:52

Purpose and Need

The project's scope has changed in order to provide multimodal transportation access and enhance safety. The project will no longer widen the highway to 2 lanes in each direction because of community opposition for the widening. Therefore, the modified scope of work includes installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	New curb ramp installed	EA	14
ADA Improvements	New sidewalk	LF	5,000

Date 03/12/2024 13:15:52

Additional Information

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	0	0	0
			Hours per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	138	28600	0713000500	4353
Project Title					
Multimodal Mobility Improvements (Segment 4)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	5,250							5,250	Caltrans District 7
R/W SUP (CT)	6,700							6,700	Caltrans District 7
CON SUP (CT)		2,000						2,000	Caltrans District 7
R/W	26,400							26,400	Caltrans District 7
CON		5,000						5,000	Caltrans District 7
TOTAL	38,350	7,000						45,350	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)				2,000				2,000	
R/W	26,400							26,400	
CON				5,000				5,000	
TOTAL	38,350			7,000				45,350	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Transportation Authority \$26400 RW voted 06/24/20
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)		2,000						2,000	
R/W	26,400							26,400	
CON		5,000						5,000	
TOTAL	38,350	7,000						45,350	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)				2,000				2,000	
R/W	26,400							26,400	
CON				5,000				5,000	
TOTAL	38,350			7,000				45,350	

Complete this page for amendments only					Date 03/12/2024 13:15:52
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	138	28600	0713000500	4353

SECTION 1 - All Projects

Project Background

State Route 138 (SR-138), from Avenue T in the City of Palmdale to junction with SR-18 in Llano, was designated as a Corridor. This Corridor was divided into several Segments, each of which was a separate project. Project EA 07-28600 Segment 4 is one of 13 segments programmed. Originally, the Corridor improvements were intended to provide additional highway capacity and enhance safety to accommodate travel demands resulting from regional growth and alleviate congestion on Pearblossom Highway. However, this project segment will only provide multimodal improvements and enhance safety on Pearblossom Highway. This project is funded by Metro's State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) funds. ***The project is currently in PS&E phase.***

Programming Change Requested

Postpone construction capital and construction support from 24/25 to 26/27.

Reason for Proposed Change

The reason for the proposed change is to allow more time in the schedule to obtain all the right-of-way needed for the project.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The reason for the delay is recent community feedback revealed that there was minimal support and that the scope of work needed to be revisited. Safety concerns were raised in regards to the proposed bike paths design which will require more time to further study and determine the right-of-way needs. Moreover, the right-of-way mapping and acquisition process has not started yet until the design concept is revised and acceptable to the community. Typically, the right-of-way acquisitions process restarts when there are changes to the amount of right-of-way needed for the project in order to fulfill the scope of work. Therefore, right-of-way maps will need to be prepared, and the right-of-way process will require a minimum of 24 months. There is no cost increase related to the delay.

Other Significant Information

Per SB 535 CalEnviroScreen Data, project limits fall within California Environmental Protection Agency (CalEPA's) Disadvantaged Communities. The PDT has met and agreed that the proposed change is in the best interest of all stakeholders, especially the disadvantaged community in Littlerock.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Postpone construction capital and construction support from FY 24/25 to FY 26/27 (RIP fund).

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	06/06/2025 13:17:40	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07			6432	Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County				City of Los Angeles			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
David Owens			213-442-4296	david.owens@lacity.org			

Project Title

Northeast Los Angeles Active Transportation Project & Transit Connectivity Enhancements

Location (Project Limits), Description (Scope of Work)

In the City of Los Angeles, on Figueroa St from S. Ave 60 to Meridian St, on Meridian St from Figueroa St to N. Ave 63, and on N. Ave 63 from Meridian St. to Ruby St. Improvements include reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping.

Component	Implementing Agency
PA&ED	City of Los Angeles
PS&E	City of Los Angeles
Right of Way	City of Los Angeles
Construction	City of Los Angeles

Legislative Districts

Assembly:	52	Senate:	26	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/10/2020
Circulate Draft Environmental Document	Document Type	
Draft Project Report		09/10/2020
End Environmental Phase (PA&ED Milestone)		04/30/2025
Begin Design (PS&E) Phase		02/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2026
Begin Right of Way Phase		04/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2026
Begin Construction Phase (Contract Award Milestone)		07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		07/01/2029
End Closeout Phase (Closeout Report)		06/30/2030

Date 06/06/2025 13:17:40

Purpose and Need

Due to the discontinuity of the SR 710 freeway, the Northeast Los Angeles community experiences high levels of vehicular congestion. In addition to this congestion, the corridors targeted by this project also experience higher levels of pedestrian and transit needs due to the high concentration of public facilities in the immediate vicinity - the Arroyo Vista Family Health Center, Highland Park Recreation Center, Arroyo Seco Regional Branch Library, Highland Park Adult Senior Citizen Center, Garvanza Elementary School, Luther Burbank Middle School, and Garvanza Park - plus the Lutheran Church of the Good Shepherd and California New Canaan Presbyterian church. This project will provide mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users.

NHS Improvements ☒ YES ☐ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	45
Active Transportation	Crosswalk	EA	17
ADA Improvements	Repair existing sidewalk	LF	3,350
ADA Improvements	Repair/upgrade curb ramp	EA	21
ADA Improvements	Install accessible pedestrian signal	EA	2
ADA Improvements	Modify driveway	LF	500
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	132
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	5
ADA Improvements	New curb ramp installed	EA	5
ADA Improvements	New sidewalk	LF	140

Date 06/06/2025 13:17:40

Additional Information

Purpose and Need:

Sustainable Communities Strategy Goals

- Mobility - Build and maintain an integrated multimodal transportation network
- Support investments that result in improved safety, improved air quality, and minimize greenhouse gas emissions
 - Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity
 - Support planning for people of all ages, abilities, and backgrounds

- Communities - Develop, connect, and sustain livable and thriving communities
- Create human-centered communities in urban and suburban settings to increase mobility options

- Environment - Create a healthy region for the people of today and tomorrow
- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change
 - Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions

- Economy - Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region
- Improve access to jobs and educational resources

Category & Outputs:

- # Signs, lights, greenway, or other safety / beautification = 45 --> This is the number of new street trees to be planted.
- # Signs, lights, greenway, or other safety / beautification = 132 --> This is the number of street/pedestrian lighting upgrades (most new, some upgrades to existing).
- # Signs, lights, greenway, or other safety / beautification = 5 --> This is the number of landscaped pedestrian plazas to be installed/upgraded.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	8	0	8

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6432
Project Title					
Northeast Los Angeles Active Transportation Project & Transit Connectivity Enhancements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	875							875	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					10,375			10,375	
TOTAL	1,125				10,375			11,500	

Fund #1:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	875							875	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,875			3,875	
TOTAL	1,125				3,875			5,000	

Fund #2:	RIP - STP Enhancements (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,500			6,500	
TOTAL					6,500			6,500	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/15/2025 13:57:32
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07		LAMIP103	5960	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Erik Munoz			310-359-2537	erik.munoz@lacity.org	

Project Title

Valley Boulevard Multi-Modal Transportation Improvement Project

Location (Project Limits), Description (Scope of Work)

The project spans a 4.5-mile corridor through Lincoln Heights, Boyle Heights, and El Sereno, connecting the I-710 freeway to Union Station via Valley Blvd, Mission Road, and Cesar Chavez Ave. It includes a dedicated bus lane during peak hours, new Class IV bike facility, local park expansions, standard sidewalks, raised medians with green space, on-street parking, railroad quiet zones, curb modifications, new street lighting, and upgrades to 32 existing bus shelters. The Valley Blvd project will be delivered in three segments, with PS&E for all segments prepared at the same time. Segment 1 (Union Station to Valley Blvd) will be advertised first using secured funds, while Segments 2 (Lincoln Park to Eastern Ave) and 3 (Eastern Ave to the I-710 terminus) will be advertised when additional construction funding is secured.

Component	Implementing Agency
PA&ED	City of Los Angeles
PS&E	City of Los Angeles
Right of Way	City of Los Angeles
Construction	City of Los Angeles

Legislative Districts

Assembly:	54	Senate:	26	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/02/2024	
Begin Environmental (PA&ED) Phase		10/05/2020
Circulate Draft Environmental Document	Document Type CE/CE	03/01/2025
Draft Project Report		12/02/2024
End Environmental Phase (PA&ED Milestone)		03/31/2025
Begin Design (PS&E) Phase		01/15/2025
End Design Phase (Ready to List for Advertisement Milestone)		10/14/2026
Begin Right of Way Phase		04/14/0024
End Right of Way Phase (Right of Way Certification Milestone)		10/14/0026
Begin Construction Phase (Contract Award Milestone)		04/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)		04/15/2030
Begin Closeout Phase		04/16/2030
End Closeout Phase (Closeout Report)		10/15/2030

Date 09/15/2025 13:57:32

Purpose and Need

The 710 Valley Boulevard Multi-Modal Transportation Improvement Project is a comprehensive transportation project that will connect major key destinations within Los Angeles such as Los Angeles Union Station, California State University - Los Angeles campus, Lincoln and Ascot Hills Parks, and the Los Angeles General Medical Center by improving and constructing new multi-modal infrastructure. The project improvements will enhance user mobility and accessibility and improve the quality and safety of communities near the proximity of the project.

NHS Improvements

☐ YES ☒ NO

Roadway Class

3

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Sidewalk miles	Miles	2.86
Active Transportation	Bicycle lane-miles	Miles	2.6
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.21
TMS (Traffic Management Systems)	Transit Signal Priority (TSP)	EA	9
ADA Improvements	Install accessible pedestrian signal	EA	1

Additional Information

The project is along a 4.5-mile corridor from west of Union Station in downtown Los Angeles to the California State University, Los Angeles campus. Project improvements will be located along Cesar Chavez, Mission Road and Valley Boulevard, terminating at Interstate 710. Improvements include 4.5 miles of new Class IV bicycle facilities and a peak period bus only lane, new standard width sidewalks along the entire project corridor, approximately 4.5 miles of new sidewalk green space, designated on-street parking, railroad quiet zones, curb modifications including new ADA accessible corner ramps, three new signalized pedestrian crossings, enhanced visibility pedestrian crosswalks at 32 intersections, new street lighting, and new pedestrian lighting. The railroad quiet zone is proposed on surrounding streets at San Pablo Street, Vineburn Avenue, and Boca Avenue where the use of train horns will be restricted to reduce the noise pollution caused by the adjacent rail. Overall, this project will improve transit access, connectivity, and ridership as well as increase safe access for travelers to employment centers, educational facilities, medical centers, parks, and recreational facilities in the area. The project will provide new active transportation facilities that will increase the share of walking and biking along the corridor and enhance the safety and mobility of non-motorized users throughout several disadvantaged communities (designated by SB 535).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	2	-2

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County			LAMIP103	5960

Project Title
Valley Boulevard Multi-Modal Transportation Improvement Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									City of Los Angeles
PS&E									City of Los Angeles
R/W SUP (CT)									City of Los Angeles
CON SUP (CT)									City of Los Angeles
R/W									City of Los Angeles
CON									City of Los Angeles
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,000							6,000	
PS&E	13,432							13,432	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,000							4,000	
CON	6,000	19,520						25,520	
TOTAL	29,432	19,520						48,952	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	9,432							9,432	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		19,520						19,520	
TOTAL	9,432	19,520						28,952	

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	6,000							6,000	
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,000							4,000	
CON	6,000							6,000	
TOTAL	20,000							20,000	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/09/2025 21:02:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			5961	City of Los Angeles		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County				Los Angeles County Metropolitan Transportation Authority		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Sylvia Dhimdis			213-485-5196	sylvia.dhimdis@lacity.org		

Project Title

Soto Street Roadway Widening between Multnomah Street and Mission Road

Location (Project Limits), Description (Scope of Work)

The proposed Project would widen the existing Soto Street roadway from Multnomah Street to Mission Road. The roadway widening would increase capacity and would be configured to include the following: Two southbound traffic lanes; Two northbound traffic lanes; Two (one in each direction) protected bicycle ; One median; new and wider sidewalk on the west side, new sidewalk on the east side of Soto Street and widened roadway additional 20 feet for a total width of 90 feet.

The proposed Project is located in the northeastern part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The Project is surrounded by the neighborhoods of Lincoln Heights in the south and west, Montecito Heights in the north, and El Sereno in the east.

Component	Implementing Agency
PA&ED	City of Los Angeles
PS&E	City of Los Angeles
Right of Way	City of Los Angeles
Construction	City of Los Angeles

Legislative Districts

Assembly:	51	Senate:	24	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/28/2019	
Begin Environmental (PA&ED) Phase	01/27/2017	01/27/2017
Circulate Draft Environmental Document	11/14/2024	03/16/2026
Document Type ND/MND		
Draft Project Report	11/15/2024	03/17/2026
End Environmental Phase (PA&ED Milestone)	03/14/2025	10/16/2026
Begin Design (PS&E) Phase	03/15/2025	09/28/2017
End Design Phase (Ready to List for Advertisement Milestone)	03/13/2026	10/16/2026
Begin Right of Way Phase	03/14/2026	10/20/2025
End Right of Way Phase (Right of Way Certification Milestone)	10/15/2026	10/16/2026
Begin Construction Phase (Contract Award Milestone)	10/16/2026	07/21/2027
End Construction Phase (Construction Contract Acceptance Milestone)	10/16/2028	07/22/2030
Begin Closeout Phase	10/17/2028	07/23/2030
End Closeout Phase (Closeout Report)	03/15/2029	07/24/2031

Date 12/09/2025 21:02:41

Purpose and Need

The project would improve and maintain Soto Street as a vital north-south regional transportation link. The purpose of the project is to:

- Relieve traffic congestion along Soto Street
- Improve the efficiency of regional traffic circulation by addressing the existing design deficiency (bottleneck) condition along Soto Street between Mission Road and Multnomah Street
- Increase automobile and pedestrian safety
- Incorporate multimodal transportation features along Soto Street

From traffic analysis, capacity in the southbound direction of Soto Street is inadequate along the entire segment between Multnomah Street and Mission Road. As the Soto Street roadway approaches Multnomah Street, the roadway narrows. This design deficiency causes a bottleneck configuration along Soto Street, between Mission Road to the north and Multnomah Street to the south, restricting southbound traffic to a single lane, and resulting in a reduction of traffic capacity in the southbound direction at the intersection approach to Multnomah Street. On the northbound side, sediments and debris from the adjacent hillside erode onto the existing roadway, which poses a potential hazard for vehicular traffic. On the west side of Soto Street, an existing damaged fence and railing pose a safety concern to pedestrians, and the existing street lighting poles are located along the center-line of the damaged four-foot-wide sidewalk restricting wheelchair accessibility within the existing project area.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Drainage	Culverts	LF	2,500
Pavement (lane-miles)	Roadway lane miles	Miles	0.6
Active Transportation	Sidewalk miles	Miles	1.1
Active Transportation	Bicycle lane-miles	Miles	1.1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	475	-475
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1	-1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5961
Project Title					
Soto Street Roadway Widening between Multnomah Street and Mission Road					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	663							663	
PS&E	88	4,000	2,000					6,088	
R/W SUP (CT)									
CON SUP (CT)									
R/W	329							329	
CON	4,250				24,339			28,589	
TOTAL	5,330	4,000	2,000		24,339			35,669	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	663							663	
PS&E	88	4,000	2,259					6,347	
R/W SUP (CT)									
CON SUP (CT)									
R/W	329				2,100			2,429	
CON				9,382		15,082		24,464	
TOTAL	1,080	4,000	2,259	9,382	2,100	15,082		33,903	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					17,182			17,182	
TOTAL					17,182			17,182	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,100			2,100	
CON						15,082		15,082	
TOTAL					2,100	15,082		17,182	

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E		4,000						4,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,000						4,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,000	2,000					6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,367				1,367	
TOTAL		4,000	2,000	1,367				7,367	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	176							176	
PS&E	88							88	
R/W SUP (CT)									
CON SUP (CT)									
R/W	115							115	
CON	2,896				3,765			6,661	
TOTAL	3,275				3,765			7,040	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	176							176	
PS&E	88		259					347	
R/W SUP (CT)									
CON SUP (CT)									
R/W	115							115	
CON				6,661				6,661	
TOTAL	379		259	6,661				7,299	

Fund #4:	Local Funds - Prop "C" 25% Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	487							487	
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	214							214	
CON	1,354				3,392			4,746	
TOTAL	2,055		2,000		3,392			7,447	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	487							487	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	214							214	
CON				1,354				1,354	
TOTAL	701			1,354				2,055	

Complete this page for amendments only					Date 12/09/2025 21:02:41
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5961

SECTION 1 - All Projects

Project Background

The proposed Project would widen the existing Soto Street roadway from Multnomah Street to Mission Road. The roadway widening would increase capacity and would be configured to include the following: Two southbound traffic lanes; Two northbound traffic lanes; Two (one in each direction) protected bicycle ; One median; new and wider sidewalk on the west side, new sidewalk on the east side of Soto Street and widened roadway additional 20 feet for a total width of 90 feet.

The proposed Project is located in the northeastern part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The Project is surrounded by the neighborhoods of Lincoln Heights in the south and west, Montecito Heights in the north, and El Sereno in the east.

Programming Change Requested

Requesting to move \$2.1M in RIP funds from CON FY 26/27 to ROW FY 26/27. Remaining \$15.082 RIP funds in CON FY 26/27 to be moved to CON FY 27/28. This is consistent with the project's milestones.

The RIP funds would cover the latest cost estimate to complete ROW for this project . The construction funding gap will be closed, by seeking additional uncommitted Local Partnership Program Funds. Based on the latest construction cost estimate, we anticipate \$13M LPP Uncommitted Funds.

City submitted administrative modification 25-19 in the FTIP to reprogram the \$1.367M STPL-R Funds in CON FY25/26 to PE FY25/26. This is pending approval.

ePPR Version 2:
Proposed funding plan modified to match the latest FTIP Amendment. City is working with Metro to extend the project completion date on the FTIP.

Reason for Proposed Change

Based on the latest City ROW estimate, the Project has a shortfall in ROW Funds. Approval of the programing change requested will cover the project's ROW cost.

ePPR Version2:
The ePPR V1 reflects additional funding this project (LAF7109) anticipated to receive, but the funding transfer did not get approved. The existing funding also reflected PC 25 funds that were previously deprogrammed from this project due to a funding swap. The proposed funding plan requests to remove unapproved funds and adjust the PC 25 funds that were previously deprogrammed.
If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No cost increase. Projects funds were adjusted to reflect the latest FTIP Amendment #25-07 and removed funds that were not approved/programmed for this project. Project funds also reflect there reprograming request of the RIP noted above. The total funding was adjusted from \$35.67M to \$33.9M.

ePPR Version2:
Project milestones were adjusted due to project delays during the design and right-of-way phase. The project requires partial acquisition of 13 parcels to accommodate for the Soto St widening. This required extensive and prolonged coordination with property owners and the community to resolve concerns, attempts to negotiate agreements, and ensure equitable outcomes. These efforts required more time than anticipated, resulting in impacts to the overall project schedule.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Requesting to move \$2.1M in RIP funds from CON FY 26/27 to ROW FY 26/27. Remaining \$15.082 RIP funds in CON FY 26/27 to be moved to CON FY 27/28. This is consistent with the project's milestones.

The RIP funds would cover the latest cost estimate to complete ROW for this project . The construction funding gap will be closed, by seeking additional uncommitted Local Partnership Program Funds. Based on the latest construction cost estimate, we anticipate \$13M LPP Uncommitted Funds.

City submitted administrative modification 25-19 in the FTIP to reprogram the \$1.367M STPL-R Funds in CON FY25/26 to PE FY25/26. This is pending approval.

ePPR Version2:
This amendment request is to revise the project funding plan to reflect the latest FTIP Amendment #25-07 and remove funds that were not approved/programmed for this project. The project milestones have also been updated and the the City is working with Metro to extend the project completion date on the FTIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
 - 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/12/2025 14:16:06
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07				Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Masashi Tsujii			626-458-3950	mtsujii@dpw.lacounty.gov	

Project Title

Marengo Mobility Hub at LA General Medical Center

Location (Project Limits), Description (Scope of Work)

The project is located in the County of Los Angeles, on Marengo Street between State Street and Mission Road, within the LA General Medical Center campus in East Los Angeles. The Marengo Mobility Hub @ LA General Medical Center will be a new, centralized transit demand management facility that enhances connectivity, safety, and access to the Campus and surrounding communities. The Hub will support multimodal travel by linking Metro bus lines, future BRT routes, County-operated Wellness Center shuttles, and the planned Metrolink Rail Infill Station. It will provide park-and-ride and car-share spaces with EV chargers, transit shelters with real-time passenger information, bike-share and secure bike parking, lighting, security cameras, emergency phones, and wayfinding signage. A landscaped public plaza will connect major campus destinations and improve pedestrian access across the site.

Component	Implementing Agency
PA&ED	Los Angeles County
PS&E	Los Angeles County
Right of Way	Los Angeles County
Construction	Los Angeles County

Legislative Districts

Assembly:	54	Senate:	26	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2025
Circulate Draft Environmental Document	Document Type CE	01/01/2026
Draft Project Report		02/28/2026
End Environmental Phase (PA&ED Milestone)		06/30/2026
Begin Design (PS&E) Phase		06/30/2026
End Design Phase (Ready to List for Advertisement Milestone)		09/30/2026
Begin Right of Way Phase		06/30/2026
End Right of Way Phase (Right of Way Certification Milestone)		09/30/2026
Begin Construction Phase (Contract Award Milestone)		06/30/2027
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2028
Begin Closeout Phase		09/30/2029
End Closeout Phase (Closeout Report)		12/29/2029

Date 11/12/2025 14:16:06

Purpose and Need

The purpose of the project is to improve access, safety, and connectivity for patients, employees, and visitors by creating a centralized multimodal Mobility Hub. The Hub will enhance travel efficiency by linking existing Metro bus lines, future BRT routes, County-operated shuttles, and the planned Metrolink Rail Infill Station. It will reduce traffic congestion, vehicle miles traveled, and greenhouse gas emissions by promoting active and clean transportation choices such as walking, bicycling, car-sharing, and public transit. The project supports County and regional sustainability, Vision Zero, and equity goals by providing safe, reliable, and convenient mobility options that connect healthcare, housing, and employment opportunities for all users.

NHS Improvements

☐ YES ☒ NO

Roadway Class

3

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Facilities	New / Upgrade Facility	EA	1
Facilities	Security Improvements/Equipment	EA	1
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				
Project Title					
Marengo Mobility Hub at LA General Medical Center					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E	6,000							6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		32,000						32,000	
TOTAL	8,000	32,000						40,000	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E	6,000							6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		21,160						21,160	
TOTAL	8,000	21,160						29,160	

Fund #2:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,840						10,840	
TOTAL		10,840						10,840	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/08/2025 16:31:52	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07				Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Ricardo Acosta			213-543-9440	ricardo.acosta@lacity.org		

Project Title

Eagle Rock Boulevard Multi-Modal Transportation Improvements

Location (Project Limits), Description (Scope of Work)

In the City of Los Angeles in the community of Eagle Rock, on Eagle Rock Blvd between York Blvd and Merton Ave, Fair Park Ave between Eagle Rock Blvd and Maywood Ave, Ellenwood Dr between Colorado Blvd and Ridgeview Ave, Ridgeview Ave between Ellenwood Dr and N Ave 46, and N Ave 46 between Ridgewood Ave and York Blvd.
Construct mobility and access improvements to reduce vehicle and pedestrian conflicts on Eagle Rock Blvd, Fair Park Ave, and other surrounding streets. Includes protected bike lanes, bike routes with sharrows, roundabouts, landscaped medians, pedestrian refuge islands, curb extensions, traffic signal timing improvements, crosswalks, access ramps, street trees, pedestrian lighting, bus stop improvements, wayfinding, and bike racks/repair stations.

Component	Implementing Agency
PA&ED	City of Los Angeles
PS&E	City of Los Angeles
Right of Way	City of Los Angeles
Construction	City of Los Angeles

Legislative Districts

Assembly:	52	Senate:	26	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2020
Circulate Draft Environmental Document	Document Type	
Draft Project Report		07/01/2020
End Environmental Phase (PA&ED Milestone)		09/01/2025
Begin Design (PS&E) Phase		10/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2027
Begin Right of Way Phase		08/01/2027
End Right of Way Phase (Right of Way Certification Milestone)		10/01/2027
Begin Construction Phase (Contract Award Milestone)		11/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		11/01/2030
Begin Closeout Phase		12/01/2030
End Closeout Phase (Closeout Report)		07/01/2031

Date 09/08/2025 16:31:52

Purpose and Need

Due to the discontinuity of the SR 710 freeway, the Eagle Rock community experiences high levels of vehicular congestion. In addition to this congestion, the corridors targeted by this project also experience higher levels of pedestrian and transit needs due to the high concentration of public facilities in the immediate vicinity. This project will provide mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users.

NHS Improvements ☒ YES ☐ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	Repair/upgrade curb ramp	EA	121
ADA Improvements	Repair existing sidewalk	LF	14,000
Active Transportation	Bicycle lane-miles	Miles	2
Operational Improvement	Intersection / Signal improvements	EA	8
Active Transportation	Crosswalk	EA	41
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	141
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	124
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	2

Date 09/08/2025 16:31:52

Additional Information

Category & Outputs:

Signs, lights, greenway, or other safety / beautification = 124 → This is the number of new street trees to be planted.

Signs, lights, greenway, or other safety / beautification = 141 → This is the number of street/pedestrian lighting upgrades (most new, some upgrades to existing).

Signs, lights, greenway, or other safety / beautification = 2 → This is the number of landscaped areas to be installed/upgraded.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	5	0	5

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				

Project Title
Eagle Rock Boulevard Multi-Modal Transportation Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	7,000							7,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,000				6,362			9,362	
TOTAL	10,000				6,362			16,362	

Fund #1:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	7,000							7,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,000							3,000	
TOTAL	10,000							10,000	

Fund #2:	RIP - STP Enhancements (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,362			6,362	
TOTAL					6,362			6,362	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/17/2025 15:31:19	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07				Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Nela De Castro			213-922-6166	decastrom@metro.net		
Project Title						
Buses. 21 ZEBs #4						

Location (Project Limits), Description (Scope of Work)

Purchase 21 new battery electric buses to replace 21 Compressed Natural Gas (CNG) buses.

Component	Implementing Agency		
PA&ED	Los Angeles County Metropolitan Transportation Authority		
PS&E	Los Angeles County Metropolitan Transportation Authority		
Right of Way	Los Angeles County Metropolitan Transportation Authority		
Construction	Los Angeles County Metropolitan Transportation Authority		
Legislative Districts			
Assembly:	48,64,65,53,54,45,46,62	Senate:	33,18,35,22,25,27,30
		Congressional:	32,37,40,43,44,29,30
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			12/03/2020
Circulate Draft Environmental Document	Document Type CE		12/08/2020
Draft Project Report			06/30/2028
End Environmental Phase (PA&ED Milestone)			01/08/2021
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			07/01/2029
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2031
Begin Closeout Phase			01/01/2032
End Closeout Phase (Closeout Report)			06/30/2032

Date 09/17/2025 15:31:19

Purpose and Need

The project is part of Metro's effort to electrify its entire bus fleet in compliance with state regulations and in keeping with Metro's sustainability and equity goals.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	21

Date 09/17/2025 15:31:19

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	1,554.1	-1,554.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				
Project Title					

Buses. 21 ZEBs #4

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					40,367			40,367	
TOTAL					40,367			40,367	

Fund #1:	RIP - Public Transportation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					40,367			40,367	
TOTAL					40,367			40,367	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/16/2025 16:46:29
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07				Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
N.De Castro /A. Figel			213-922-6166	decastrom@metro.net	
Project Title					
Buses, 7 ZEB Chargers					

Location (Project Limits), Description (Scope of Work)
Purchase and install 7 battery electric bus chargers

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts			
Assembly:	64,53,54,62	Senate:	33,25,30
Congressional:	37,40,43,44		
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			03/01/2028
Circulate Draft Environmental Document	Document Type CE		09/01/2028
Draft Project Report			10/01/2028
End Environmental Phase (PA&ED Milestone)			03/01/2029
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			07/01/2029
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2031
Begin Closeout Phase			12/01/2031
End Closeout Phase (Closeout Report)			06/30/2032

Date 09/16/2025 16:46:29

Purpose and Need

The Project is part of Metro's effort to electrify its entire bus fleet in compliance with state regulations and in keeping with Metro's sustainability and equity goals.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail/Transit Equipment	EA	7

Date 09/16/2025 16:46:29

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	1,554.1	-1,554.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				

Project Title
Buses, 7 ZEB Chargers

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					20,042			20,042	
TOTAL					20,042			20,042	

Fund #1:	RIP - Public Transportation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					20,042			20,042	
TOTAL					20,042			20,042	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/22/2025 16:16:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07		0024000148		Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Tyrone Crump			213-547-4377	crumpt@metro.net	

Project Title

Eastside Transit Corridor Phase 2A

Location (Project Limits), Description (Scope of Work)

The Project is a proposed 9-mile light rail transit line extension of the Metro E Line from its current terminus station at Atlantic/Pomona in East Los Angeles to the City of Whittier. The project area is home to approximately 722,000 residents and is a job center to approximately 274,000 employees. Projections show the resident population increasing by 11% and jobs increasing by 25% by 2042. The Project will provide new and faster transit options which will help lead to equitable transit-oriented community development and in-fill growth opportunities throughout eastern Los Angeles County. In December 2022, the Metro Board of Directors approved the eastern terminus for the project – Lambert Station in the City of Whittier – as well as the Locally Preferred Alternative (LPA) – Alternative 3: Initial Operating Segment (IOS) to Greenwood Station with a Maintenance and Storage Facility (MSF) in the City of Montebello.

(Continued on page 3)

Component	Implementing Agency				
PA&ED	Los Angeles County Metropolitan Transportation Authority				
PS&E	Los Angeles County Metropolitan Transportation Authority				
Right of Way	Los Angeles County Metropolitan Transportation Authority				
Construction	Los Angeles County Metropolitan Transportation Authority				
Legislative Districts					
Assembly:	52,54	Senate:	26,30	Congressional:	34,38,42
Project Milestone			Existing	Proposed	
Project Study Report Approved			10/31/2009		
Begin Environmental (PA&ED) Phase				01/01/2019	
Circulate Draft Environmental Document		Document Type	EIR/FONSI	06/01/2022	
Draft Project Report				06/01/2022	
End Environmental Phase (PA&ED Milestone)				12/31/2026	
Begin Design (PS&E) Phase				10/16/2024	
End Design Phase (Ready to List for Advertisement Milestone)				12/31/2026	
Begin Right of Way Phase				07/01/2026	
End Right of Way Phase (Right of Way Certification Milestone)				03/30/2031	
Begin Construction Phase (Contract Award Milestone)				02/01/2030	
End Construction Phase (Construction Contract Acceptance Milestone)				12/31/2036	
Begin Closeout Phase				01/01/2037	
End Closeout Phase (Closeout Report)				06/30/2037	

Date 09/22/2025 16:16:51

Purpose and Need

The TIRCP Cycle 6 funding, awarded under the Major Projects – Project Development Reserve Fund category, will support the project development phase of the 4.6-mile Eastside Transit Corridor Extension Phase 2 LPA to Greenwood Station in the City of Montebello.

Eastern Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of the Metro E (Expo) Line is approximately 4 miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no existing rail connection for the many communities located to the east. Many residents encounter long travel delays connecting to and from downtown Los Angeles and beyond. If unaddressed, these mobility challenges pose a risk to future population and economic growth, including challenges for transit-dependent populations, pedestrian and bicycle safety, capacity constraints on existing infrastructure, inefficiency of goods movement, poor air quality conditions, and other environmental considerations. If no action is taken, these transportation challenges will continue to grow. In support of the goals documented in Metro’s 2020 Long Range Transportation Plan (LRTP) and Metro’s Vision 2028 Strategic Plan, the project objectives include the following:

- Enhance regional connectivity and air quality goals by extending the existing Metro E (Expo) Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to activity centers and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

By serving concentrated areas of employment, activity centers, and residential communities, the Project will support transit-oriented community goals and address the mobility needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and infill growth opportunities throughout eastern Los Angeles County.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	4.6

Additional Information

The TIRCP Cycle 6 funding, previously awarded under the Major Projects – Project Development Reserve Fund category, will support the project development phase of the 4.6-mile Eastside Transit Corridor Extension Phase 2 LPA to Greenwood Station in the City of Montebello.

The STIP 2026 funding will support the Project's Right-of-Way acquisition activities, which are essential for the project's entry and eligibility for the Federal Transit Administration's (FTA) Capital Investment Grants Program and the Project's overall financial plan. Additionally, the STIP funding will enable Metro to adhere to the expected Project construction schedules and milestones outlined in the 2016 Measure M Expenditure Plan, as well as meet the FTA's requirements for pre-FFGA award authority concerning real estate acquisition activities.

Project Status:

Project's Final Environmental Impact Report (FEIR) was certified by the Metro Board in May 2024. In May 2025, the Project re-initiated a 1-year federal Environmental Assessment (EA) review process for the IOS under the National Environmental Protection Act (NEPA). The Project began 30% Preliminary Engineering Design for the 4.7 mile IOS to Montebello in October 2024 and anticipates completion of 30% design by Fall 2026. Metro will seek state and local funding for further extension to Whittier (Phase 2B) later.

Project Benefits:

Eastern Los Angeles County's constrained transportation network restricts transit-dependent communities from accessing equitable transportation to downtown Los Angeles, the Westside, and connections beyond. Due to high population growth and the absence of an eastern rail connection to downtown LA, locals encounter long travel delays, compromised infrastructure, and poor environmental conditions. This Project proposes an eastside corridor extension to increase ridership, transportation options, safety, and geographic equity for transit-dependent and disadvantaged/low-income communities in eastern Los Angeles County. The benefits of this Project will increase mobility by providing new and faster transportation options that will enable better connections and reduced transfers for travelers in eastern LA County. By increasing transit-dependent communities' access to Metro's regional transit system, the Project will ease traffic congestion, reduce greenhouse gas emissions, and decrease air pollution. It will additionally enable equitable development and in-fill growth opportunities in eastern LA County to accommodate increased population and economic demands. As a result, jurisdictions in eastern LA County will experience enhanced regional connectivity.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	44,019	-44,019
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	47,262	-47,262

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County			0024000148	
Project Title					
Eastside Transit Corridor Phase 2A					

Existing Total Project Cost (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	172,993	28,721	28,799	28,034	1,839			260,386	
PS&E	36,425		21,618	58,019	58,019	41,394	46,751	262,226	
R/W SUP (CT)									
CON SUP (CT)									
R/W	20	62,933	244,349	256,315	265,332	274,667	301,214	1,404,830	
CON		34,262	139,000	275,105	385,360	578,371	4,562,775	5,974,873	
TOTAL	209,438	125,916	433,766	617,473	710,550	894,432	4,910,740	7,902,315	

Fund #1:	RIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 7
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					135,034			135,034	
CON							314,966	314,966	
TOTAL					135,034		314,966	450,000	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding agency is CalSTA
PS&E	34,000							34,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,000						1,000	
CON									
TOTAL	34,000	1,000						35,000	
Fund #3:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				35,053				35,053	
CON									
TOTAL				35,053				35,053	

Fund #4:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					32,303			32,303	
CON									
TOTAL					32,303			32,303	
Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W						82,643		82,643	
CON									
TOTAL						82,643		82,643	

Fund #6:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							338,884	338,884	
TOTAL							338,884	338,884	
Fund #7:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency is CalSTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							700,000	700,000	
TOTAL							700,000	700,000	

Fund #8:	FTA Funds - FTA - 5309(b) - New Starts Small Starts and Core (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency is FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				275,105	385,360	578,371	973,204	2,212,040	
TOTAL				275,105	385,360	578,371	973,204	2,212,040	
Fund #9:	CMAQ - Congestion Mitigation (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency is FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							150,000	150,000	
TOTAL							150,000	150,000	

Fund #10:	Other Fed - Nat'l Infrastructure Project Assistance Prog (MEGA) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency is FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							35,034	35,034	
TOTAL							35,034	35,034	
Fund #11:	Other Fed - Local and Regional Project Assistance (RAISE) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funding Agency is FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							40,554	40,554	
TOTAL							40,554	40,554	

Fund #12:	Local Funds - Measure R (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	136,304	28,721	28,799					193,824	
PS&E	2,425		21,618				46,751	70,794	
R/W SUP (CT)									
CON SUP (CT)									
R/W			75,497				70,811	146,308	
CON							860,076	860,076	
TOTAL	138,729	28,721	125,914				977,638	1,271,002	
Fund #13:	Local Funds - Measure M 35% Transit Construction (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)				28,034	1,839			29,873	
PS&E				58,019	58,019	41,394		157,432	
R/W SUP (CT)									
CON SUP (CT)									
R/W				109,836	77,995	172,024		359,855	
CON							858,541	858,541	
TOTAL				195,889	137,853	213,418	858,541	1,405,701	

Fund #14:	Local Funds - Prop "A" Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Rail Development Account (35%)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	20	1,544	100,000	100,000				201,564	
CON		34,262	41,312				55,374	130,948	
TOTAL	20	35,806	141,312	100,000			55,374	332,512	
Fund #15:	Local Funds - Prop "A" Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,202							3,202	Admin (5%)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,202							3,202	

Fund #16:	Local Funds - Prop "C" 25% Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		60,389	68,852	11,426	20,000	20,000	230,403	411,070	
CON			97,688					97,688	
TOTAL		60,389	166,540	11,426	20,000	20,000	230,403	508,758	
Fund #17:	Local Funds - Local Agency Transit Contribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							236,142	236,142	
TOTAL							236,142	236,142	

Fund #18:	Local Funds - Repayment of Capital Project Loans (Fund 3562) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	33,487							33,487	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	33,487							33,487	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/26/2025 11:34:45
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			9001A	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				Caltrans District 7	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Wellvin Carpio/LACMTA			213-547-4374	carpiow@metro.net	

Project Title

Planning, Programming and Monitoring (PPM)

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring will be completed with this funding. No dates have been entered in the "Project Milestone" section as the activity in this project will be "NON-INFRASTRUCTURE CONSTRUCTION". In Los Angeles County.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,65,34,66,67,69,39,40,41,42,43,44Senate: 33,34,35,20,36,22,23,24,25,27Congressional: 32,34,36,37,23,25,26,27,28,45,3

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/30/2029
Circulate Draft Environmental Document Document Type		06/30/2029
Draft Project Report		06/30/2029
End Environmental Phase (PA&ED Milestone)		06/30/2029
Begin Design (PS&E) Phase		06/30/2029
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2029
Begin Right of Way Phase		06/30/2029
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2029
Begin Construction Phase (Contract Award Milestone)		06/30/2029
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		06/30/2029
End Closeout Phase (Closeout Report)		06/30/2029

Date 08/26/2025 11:34:45

Purpose and Need

Project planning activities include: evaluating candidate projects; preparing and reviewing Project Study Reports (PSR's), PSR equivalents, major transportation investment studies. Programming activities include: (continued on page 2)

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total

Date 08/26/2025 11:34:45

Additional Information

Purpose and Need: (continued from page 1) Project Planning Activities (may include other tasks related to items listed below) Evaluate candidate projects, recommend projects and programs Prepare/review Project Study Reports (PSRs), PSR equivalents, and/or Major Investments studies, and/or other supporting planning studies.

Program Development Activities: Update the financial plan for the “Call for Projects (STIP) and long range plans and maintain/monitor accordingly. Consult with Caltrans during development of RTIP. Identify project cost components for programming. Prepare and execute Memorandum of Understanding (MOUs) for Los Angeles County STIP funds programmed to local agency projects. Prepare Nomination Sheets for RTIP Projects as well as maintenance and monitoring of such funded projects. Prepare RTIP recommendation for MTA Management/Board approval and forward to CTC. Represent Los Angeles County RTIP interests before the CTC. Prepare STIP Amendments when necessary. Metro is responsible for transportation, planning and programming functions legislated by the State of California.

Monitoring Activities: (may include other tasks related to the items listed below) Developing and implement tracking for progress on each project (early warning against lapsing). Hold quarterly progress meetings with project sponsors and Caltrans. Provide MTA Board/Management and CTC/Caltrans with quarterly reports on STIP projects. Close out projects and prepare final billings.

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				9001A

Project Title

Planning, Programming and Monitoring (PPM)

Existing Total Project Cost (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,603	3,342	8,630	4,270	2,862	2,862		31,569	
TOTAL	9,603	3,342	8,630	4,270	2,862	2,862		31,569	

Fund #1:	RIP - Public Transportation Account (Committed)	Program Code
		20,30,600,670

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,603	3,342	8,630	4,270	2,862	2,862		31,569	
TOTAL	9,603	3,342	8,630	4,270	2,862	2,862		31,569	

Section 18. Board Resolution or Documentation of 2026 RTIP Approval

1. Metro Board Report
2. December 4, 2025 Metro Board Meeting Recap of Approval

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Board Report

File #: 2025-0948, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 19, 2025

SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and an additional maximum target share request of \$83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

ISSUE

In August 2025, the California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity totaling up to \$218,369,000 for LA County over the five-year STIP period from Fiscal Year (FY) 2027 through FY 2031. Metro is charged with preparing and managing the Regional Transportation Improvement Program (RTIP) for LA County. The RTIP submittal, due to the CTC by December 15, 2025, requires Board approval.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2024. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of this report's recommendations.

Relationship to the 2024 STIP

The 2024 STIP FE identified a \$216,817,000 target share for the LA County RTIP in FY 25 through

FY 29. The Metro Board approved the 2024 RTIP in November 2023 and the CTC approved the 2024 RTIP in March 2024. The 2024 RTIP carried over projects from the 2022 RTIP and programmed the total \$216,817,000 share to planning, programming, and monitoring (PPM), minor increases for two State Route 710 Mobility Improvement Projects (SR-710 MIPs), and a new project to purchase 100 zero-emission buses (ZEB). In June 2024, \$20,000,000 programmed for the construction of the SR-71 Expressway to Freeway Conversion between I-10 and Mission Road lapsed because the project was not ready for construction. The project was deleted from the STIP, and the lapsed funds have been restored to LA County's 2026 RTIP share. In June 2025, the CTC approved Metro's request to amend the 2024 RTIP to adjust funding amounts for the existing SR 710 MIPs and add two new SR-710 MIPs.

DISCUSSION

Proposed 2026 RTIP

The 2026 STIP FE includes a \$134,483,000 target share for LA County, of which \$5,724,000 may be programmed for PPM. The STIP FE capacity depends on fuel tax revenue and programmed and unprogrammed commitments statewide. The 2026 STIP FE is significantly less than the 2024 STIP FE due to a combination of declining gasoline tax revenue and greater unprogrammed costs such as program-eligible cost increases.

For the 2026 RTIP, Metro staff proposes to program up to the maximum target share of \$218,369,000 for new projects, including up to \$83,886,000 as an interest-free advance from LA County's estimated future STIP shares. CTC approval of STIP funds beyond a county's target share depends on funds being available from other counties programming below their target shares. While the CTC may choose to approve a lesser amount than Metro proposes in the 2026 RTIP, there is no risk to existing, near-term programmed projects, as all of the proposed funds are for new projects in outer years where funding plans may be revised to account for the outcome of CTC's 2026 STIP adoption.

To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan (LRTP), and the Southern California Association of Governments' Regional Transportation Plan.

Metro staff proposes programming funds for acquisition of ZEBs and chargers, one SR-710 MIP for the City of Los Angeles, one project in the SR-710 area for the County of Los Angeles for which the County intends to request inclusion as a SR-710 MIP, Eastside Transit Corridor Phase 2A, and PPM. The total amount of the additional maximum target share is requested for Eastside Transit Corridor Phase 2A. The proposed 2026 RTIP is in Attachment A. The project descriptions for all existing and proposed projects in the RTIP are in Attachment B.

The funds proposed for each project are based on current cost estimates and funding strategies that

have attempted to fund Metro's overall capital program, including the projects and programs in the Measure R and Measure M Expenditure Plans. Staff initially developed funding plans for the Eastside Transit Corridor Phase 2 project as well as the Vermont Transit Corridor, Southeast Gateway Line, and other high priority projects with consideration of the timing of project development as well as the grant funding cycles. Additional funding is allocated to these projects when project costs change or there is a project milestone, including the selection of the locally preferred alternative (LPA), approval of the life of project budget, or submittal to grantors for grant funding. This is done to demonstrate there is sufficient funding for the project. The Vermont Transit Corridor and Southeast Gateway Line projects were a better fit for other fund sources than STIP, and STIP was previously identified for the Eastside Transit Corridor Phase 2 project as part of the Measure M Expenditure Plan, 2020 LRTP development, and selection of LPA. After the CTC adopts the 2026 STIP in March 2026, Metro may amend the RTIP as part of the next STIP cycle or sooner if necessary to reflect updates to cost estimates and funding plans. CTC approval of such an amendment(s) is subject to STIP funding capacity. It is Metro's intent that STIP funds are delivered timely and result in successful project delivery. Should there be a lapse of STIP funds programmed to a local jurisdiction or other outside agency, Metro will not replace the lapsed STIP funds with new STIP funds. Metro will also not program RTIP funds in excess of the amount approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

Approval of the 2026 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2026 RTIP would have no negative impact to the agency. The 2026 RTIP fulfills prior and anticipated funding commitments for transportation projects in LA County.

Impact to Budget

The 2026 RTIP includes funding for FY 2027 through FY 2031 and has no impact to the FY 2026 budget.

EQUITY PLATFORM

The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. The Metro Board adopted 2020 LRTP, from which Metro staff identified the projects for the 2026 RTIP, and was built on a two-year engagement process. Metro conducted surveys, meetings, and engagement throughout LA County. It was a bottom-up approach, starting with open-ended surveys, from which candidate priorities were developed, and the following four were selected: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Projects were selected to fit these priorities. For instance, for Better Transit, the LRTP will fund more than 100 miles of fixed guideway transit over the next 30 years and for Less Congestion, the LRTP will invest in arterial and freeway projects to reduce congestion. The Measure M Expenditure Plan was similarly developed using a bottom-up engagement process, with input from local jurisdictions and subregional agencies, and approved by over 70 percent of voters in 2016.

Projects proposed in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M.

The transition to ZEBs systemwide is listed in the 2020 LRTP as an investment supporting the “Better Transit” priority area. Metro’s transition to ZEB technology will eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro’s service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro’s service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan’s Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. The County of Los Angeles’ Marengo Mobility Hub Project is within a Metro Equity Focus Community (EFC) in East Los Angeles. The proposed STIP funds will be used to provide a park and ride lot with electric vehicle charging stations, transit infrastructure, bicycle amenities, a public plaza, and wayfinding signage on the campus of the Los Angeles General Medical Center. The improvements will enhance connectivity, safety, and access to the Medical Center which is a major employment center. It will serve many existing transit lines, including three existing Metro Bus lines and Los Angeles County Public Works’ Wellness Center Shuttle. The project was shaped by three rounds of engagement for the 710 North Mobility Hubs Plan. The City of Los Angeles’ Eagle Rock Boulevard Multi-Modal Transportation Improvements project does not overlap with a Metro EFC in the Eagle Rock community. Still, 35 percent of households in the project area are low-income and seven percent are zero-vehicle households so there is a need for the active transportation improvements proposed for STIP funding to improve access to destinations in the area such as the Solheim Senior Community, Occidental College, the future North Hollywood to Pasadena Bus Rapid Transit station, and local businesses. The City has been conducting public outreach and stakeholder engagement, including meetings with local schools, businesses, and residents to ensure community priorities are integrated into the final project design.

The Eastside Transit Corridor Phase 2 is included as a major transit investment in the 2020 LRTP supporting the “Better Transit” priority area. The project is also a Measure M Expenditure Plan Major Project. The initial operating segment, Phase 2A, proposed for STIP funding traverses through six EFCs along the eastern portion of Los Angeles County. This project will benefit these EFCs by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists.

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.

This Board item will likely increase VMT in LA County, as it includes an investment in 0.6 miles of new lane miles which encourage driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has 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 Strategic Plan Goal #1 to “provide high-quality mobility options that enable people to spend less time traveling” by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2026 RTIP. This option is not recommended as it would force LA County to forfeit up to \$134,483,000 in formula funds until the next STIP cycle in two years. Additionally, failure to adopt the 2026 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with finalizing the 2026 RTIP submittal. The major milestones to secure the 2026 LA County RTIP are:

- December 15, 2025 - 2026 RTIP due to CTC
- February 5, 2026 - CTC holds Southern California 2026 STIP Hearing
- February 27, 2026 - CTC publishes staff recommendations
- March 19-20, 2026 - CTC adopts 2026 STIP

ATTACHMENTS

Attachment A - 2026 LA County RTIP

Attachment B - 2026 LA County RTIP Project Descriptions

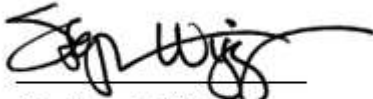
Prepared by: Shelly Quan, Senior Manager, Transportation Planning, (213) 547-4303

Patricia Chen, Senior Director, Countywide Planning & Development, (213) 922-3041

Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

2026 Los Angeles County Regional Transportation Improvement Program

(\$000s)

The table summarizes the projects programmed in the 2024 RTIP and the carryover and new programming proposed for the 2026 RTIP which has new funding capacity in FY 27 through FY 31.

Existing Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Highway and Local Road Improvement Projects							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Planning, Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal Highway	9,603	21,524	8,630	4,270			44,027
Rail and Transit Projects							
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Subtotal Transit				200,633			200,633
Active Transportation Projects							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Subtotal Active Transportation	21,382	33,020					54,402
TOTAL EXISTING	30,985	54,544	8,630	204,903			299,062
Proposed Programming							
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning, Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	0	35,024	8,630	204,903			270,110
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	9,432	19,520					28,952
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning, Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		10,840			204,667	2,862	218,369
NET NEW PROGRAMMING		10,840			204,667	2,862	218,369

2026 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing and new projects in the proposed 2026 RTIP. Additional project detail and performance information will be included in the 2026 RTIP submittal to the CTC.

Existing Projects

- The Caltrans Multimodal Mobility Improvements (SR-138 Segment 4) project has funds programmed in FY 27 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.
- The LA City Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project has funds programmed in FY 27 for construction of reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements will be made on Figueroa Street from S. Ave 60 to Meridian Street, on Meridian Street from Figueroa Street to N. Ave 63, and on N. Ave 63 from Meridian Street to Ruby Street.
- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street.
- The LA City Valley Boulevard Multi-modal/Safety Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The City of LA will deliver the project in three segments. The project scope for STIP funding will be amended to only Segment 1 between Union Station and Lincoln Park along Mission Road.
- The LA County Ford Blvd Traffic Corridor Improvements (N-S) project has funds programmed in FY 27 for construction of new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Blvd between Floral Drive and 3rd Street.

- Bus Acquisition #3 project has funds programmed in FY 29 for the purchase of 100 zero-emission buses (ZEBs). The project supports ongoing fleet replacement and transition to ZEBs.

Proposed Projects

- Bus Acquisition #4 project is proposed for funds in FY 30. The project will purchase 21 ZEBs.
- Bus Acquisition #5 project is proposed for funds in FY 30. The project will purchase 7 ZEB chargers to support the ZEBs acquired in Bus Acquisition #4.
- Marengo Mobility Hub is proposed for funds in FY 27. The project will provide a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage on the Los Angeles General Medical Center campus.
- Eagle Rock Boulevard Multi-Modal Transportation Improvements is proposed for funds in FY 30. The project will make active transportation improvements along local streets connecting to Eagle Rock Boulevard to support a 1.5 square mile network of complete streets.
- Eastside Transit Corridor Phase 2A is proposed for funds in FY 30. The project will build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project.
- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 26 through FY 29 for Metro planning activities. The 2026 RTIP proposes programming new PPM funds in FY 30 and FY 31.



2026 Regional Transportation Improvement Program

Planning and Programming Committee

November 19, 2025

File No. 2025-0948



Metro

Recommendation

APPROVE the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and additional maximum target share request of \$83,886,000 as an interest free advance from LA County's estimated future STIP shares.



Metro

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2026 RTIP programs the county's RTIP formula shares for the period from FY 27 through FY 31.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2026 STIP process.

2026 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

- Funding Program Alignment/Readiness
- Low Risk Tolerance for Use of Formula Funds
- Transportation Equity and Geographic Balance
- Consistent with Board Policies and Directives, LRTP, and RTP

RTIP Capacity

Shares	2022 RTIP	2024 RTIP	2026 RTIP
County Target	\$0	\$216,817,000	\$134,483,000
Max Target Advance (from future shares)	\$57,034,000	\$991,876,000	\$218,369,000

Proposed 2026 RTIP

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning, Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	0	35,024	8,630	204,903			270,110
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	9,432	19,520					28,952
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning, Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		10,840			204,667	2,862	218,369
NET NEW PROGRAMMING		10,840			204,667	2,862	218,369



RECAP of Proceedings

Thursday, December 4, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
Janice Hahn
Lindsey Horvath
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Monica Benavides, non-voting member
Sharon Gookin, Deputy Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 7, 8, 9, 10, 11, 12, 13, 16, 20, 21, 22, 23, 24**, 25, 26, and 30.

Consent Calendar items were approved by one motion except item 7, which was held by a Director for Discussion and/or separate action.

**Item required 2/3 vote of the Full Board.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

Voting Deviations:

Item 5 – the following Director voted no: LH

Item 16 – the following Director voted no: JH

Item 26 – the following Director abstained: AJN

2. SUBJECT: MINUTES

2025-1022

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 23, 2025.

3. SUBJECT: REMARKS BY THE CHAIR

2025-1020

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	A	P	P	A	A	A	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-1021

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	A	P	P	P	A	P

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT **2025-0842**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of \$4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91) - Plans, Specifications and Estimate phase (PS&E) or Final Design, increasing the contract value from \$12,614,738 to \$17,448,075; and extending the period of performance from December 31, 2025 to December 31, 2030;
- B. AMEND the existing Cooperative Agreement with Caltrans to add \$2,081,000 in funding to complete final design, prepare all necessary documents, and advertise, award, and approve the project for construction; and
- C. EXECUTE a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent wetland impacts, in the amount of \$126,000.

6. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN **2025-0854**

APPROVED:

- A. AWARDING \$10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games; and
- B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven.

HORVATH, DUTRA, SOLIS, HAHN, SANDOVAL, AND YAROSLAVSKY

AMENDMENT: To direct the Chief Executive Officer to report back to the Board in March 2026 with recommendations and analysis to:

- A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers,

(continued on next page)

(Item 6 – continued from previous page)

and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

- B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of \$1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and
- C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

7. SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY 2025-0853

APPROVED:

- A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report, the Outreach Summary Report, and the Interim Terminus Parking Analysis (Northern Segment),
- B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;
- C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:
 - 1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL);
 - 2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and
 - 3. Identify funds to program through a separate Board action for successful completion of the planned work.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

8. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2025-0948

APPROVED ON CONSENT CALENDAR the programming request of up to \$218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of \$134,483,000 and an additional maximum target share request of \$83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

9. SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION 2025-1013

APPROVED ON CONSENT CALENDAR Motion by Horvath, Najarian, Barger, and Padilla that the Board direct the Chief Executive Officer to:

- A. Assist in evaluating the Warner Center Micro Transit Pilot Program after six months and one year of operation, including but not limited to:
 - 1. ridership;
 - 2. operating costs (annual and per trip); and
 - 3. a qualitative survey to determine commuter perspectives and preferences; and
- B. Upon successful completion of the Warner Center Microtransit Pilot Program, and a determination that the Pilot Program generated positive results in terms of ridership, cost efficiency, and commuter preference, to present the findings to the San Fernando Valley Service Council and the Metro Board, including, any recommendations.

10. SUBJECT: QUALITY MANAGEMENT CONSULTANT 2025-0799

APPROVED ON CONSENT CALENDAR:

- A. an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) \$28,500,000; increasing the total contract authorized funding from an NTE amount of \$25,325,804 to a NTE amount of \$53,825,804 and exercising the three, one-year option years through March 2029; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

11. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES 2025-0869

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles.

12. SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 **2025-0602**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of \$15,943,897, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of \$154,403,000; and
- C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

13. SUBJECT: MEDICAL CLINIC SERVICES **2025-0919**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 in the amount of \$3,182,103, including \$797,900, to support the onboarding of police officers and public safety dispatchers within Metro's Department of Public Safety (DPS), increasing the cumulative contract value from \$6,833,016 to \$10,015,119 and extend the period of performance from March 1, 2026 through February 29, 2028 to continue to provide medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates.

16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT **2025-0953**

APPROVED ON CONSENT CALENDAR:

- A. SETTING ASIDE Metro's action on February 22, 2024:
 - 1. Approving the Los Angeles Aerial Rapid Transit Project with Design Option A;
 - 2. Certifying the Final Environmental Impact Report;
 - 3. Adopting the Findings and Statement of Overriding Considerations; and
 - 4. Adopting the Mitigation Monitoring and Reporting Program.

(continued on next page)

AND CONSIDER:

- B. RECERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Environmental Impact Report (EIR), as supplemented by the Final Supplemental Environmental Impact Report (SEIR) and Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;
- C. CERTIFYING, in accordance with CEQA, the SEIR, including the Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;
- D. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits of approving the Project with full knowledge that significant impacts may remain; and
 - 2. Mitigation Monitoring and Reporting Program;
- E. APPROVING the Los Angeles Aerial Rapid Transit Project ("Project") with Design Option A pursuant to Public Utilities Code (PUC) section 130252 and subject to Motion: Empowering Community Through an Inclusive Community Benefits Agreement; and
- F. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

17. SUBJECT: 2026 LEGISLATIVE PROGRAM

2025-0936

APPROVED:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2026 Federal Legislative Program; and
- C. ADOPTING the proposed 2026 State Legislative Program.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	Y	A	A	Y	Y	Y	A	Y

**18. SUBJECT: WATER TAXI FROM SAN PEDRO TO LONG BEACH
MOTION**

2025-1026

APPROVED Motion by Hahn, Bass, Dutra, Dupont-Walker, Butts, and Sandoval that the Board direct the Chief Executive Officer to:

- A. Develop and issue an industry engagement process (i.e. reverse pitch) to identify private and public operator interest, capabilities, and partnership opportunities to deliver a water-taxi service between San Pedro and Long Beach during the 2028 Games;
- B. Assess short-term and special-event funding options, including public-private partnership cost-sharing, sponsorship models, federal maritime or mobility grants, and temporary operations funding, to support Games-time service. Such funding source options shall not be eligible for bus or rail operations; and
- C. Report back to the Board within 180 days with findings such as Public-Private-Partnership structures, a proposed implementation timeline, and any next steps.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

**20. SUBJECT: METRO E LINE UNDERGROUND TUNNEL RADIO
SYSTEM REPLACEMENT**

2025-0471

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm-fixed price contract, Contract No. DR124275(2)000 to Martinez Engineering, LLC for the Metro E Line Underground Tunnel Radio System Replacement in the amount of \$2,494,602, subject to the resolution of any properly submitted protest(s), if any.

21. SUBJECT: SAFETY VESTS

2025-0695

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA125897000 to Safety Vibe, Inc., the lowest responsive and responsible bidder, to supply safety vests in the Not-to-Exceed (NTE) amount of \$1,763,791.48, inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION

2025-0746

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP127011(2)0008370 to Majestic Fire Inc., DBA Kord Fire Protection, to provide chemical fire suppression testing, replacement and certification services in the Not-To-Exceed (NTE) amount of \$819,035 for the three-year base period, \$273,145 for option year one, and \$273,145 for option year two, for a combined NTE amount of \$1,365,325, effective March 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

23. SUBJECT: ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT

2025-0852

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. AWARD a five-year firm fixed unit rate Contract No. PS131648000 to Intueor Consulting, Inc. to provide program support for the implementation of the Advanced Transportation Management System (ATMS) II Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) System in the Not-to-Exceed (NTE) amount of \$10,799,089.84, subject to the resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT

2025-0859

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

- A. FINDING that the procurement of Metro Bus Engine Cooling System Rebuild Kit under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a single source, one-year, Indefinite Delivery, Indefinite Quantity Contract No. SD129781000 to Engineered Machined Products, Inc. (EMP) for 140 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The one-year contract is for a total Not- To- Exceed (NTE) contract amount of \$807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

25. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS 2025-0861

APPROVED ON CONSENT CALENDAR a total of \$9,918,750 for the continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes for Fiscal Year 2026 (FY26).

26. SUBJECT: GRAFFITI ABATEMENT SERVICES 2025-0967

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP91160(3)001R1 for Region 1 to BriteWorks, Inc. to provide graffiti abatement services in the Not-To-Exceed (NTE) amount of \$2,740,433 for the three-year base period, and \$1,975,184 for the one, two-year option term, for a combined NTE amount of \$4,715,617, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any; and
- B. AWARD a firm fixed unit rate Contract No. OP91160(3)002R2 for Region 2 to Strive Well- Being, Inc. to provide graffiti abatement services in the NTE amount of \$3,424,320 for the three-year base period, and \$2,387,760 for the one, two-year option term, for a combined NTE amount of \$5,812,080, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE 2025-0824

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. RECEIVE AND FILE quarterly status report on the ZEB Program;
- B. UTILIZE the Washington Department of Enterprise Services Contract or Colorado State Contract for a not-to-exceed expenditure amount of \$50,000,000 inclusive of sales tax, for up to 40 battery electric buses (BEBs); and
- C. APPROVE a Life-Of-Project (LOP) budget in the amount of \$52,000,000 for the purchase of up to 40 BEBs, professional and technical support, labor and contingency under Capital Project 201078.

32. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT **2025-0845**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire a Fee Simple Interest (“Fee”), Permanent Easement (“PE”) and two 44 month Temporary Construction Easements (“TCE”) for the properties described as follows:

1. 5487 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-001, -002, -015, and -036)
2. 5471 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-027)

The interests being acquired in the above listed properties are referred to herein as the “Property Interests.”

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

33. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2025-0903**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Fee Simple Interests (“Fee Interests”) and the Improvements Pertaining to Realty (“IPR”) for the properties described as follows:

1. 7921-7929 Van Nuys Blvd, Panorama City, CA 91402, APN: 2210-022-040, 056; ESFV-B-004-1 (B-004); (IPR Interest Only)
2. 8751 Van Nuys Blvd Panorama City, CA 91402, 2653-002-030; ESFV-B-005-1 (B-005). (Fee Interest Only)

The interests being acquired in the above listed properties are referred to herein as the “Property Interests.”

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

34. SUBJECT: CLOSED SESSION**2025-1024****A. Public Employee Performance Evaluation - Government Code
Section 54957(b)(1)**

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector
General, Chief Ethics Officer

No report.

B. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Danny Aban v. LACMTA., Case No. 24SMCV03889

APPROVED settlement in the amount of \$275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

2. Matthew Barraza v. LACMTA, LASC Case No. 23STCV23302

APPROVED settlement in the amount of \$275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

3. Myrna Cayabyab v. LACMTA, LASC Case No. 24CHCV01784

APPROVED settlement in the amount of \$295,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

4. Dawn Diaz v. LACMTA, LASC Case No. 23CHCV02047

APPROVED settlement in the amount of \$300,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

5. Cristina Tarabay v. LACMTA, LASC Case No. 24STCV23284

APPROVED settlement in the amount of \$11,250,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

**C. Conference with Legal Counsel - Anticipated Litigation - G.C.
54956.9(d)(4)**

Initiation of Litigation (One case)

CARRIED OVER.

D. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins

Employee organizations: AFSCME, SMART, TCU, ATU, Teamsters

No report.

Adjourned at 3:00 P.M. in memory of Division 7 bus operator Tanya Perry.

Comment & Speakers List

Board Month: Nov/Dec 2025

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Gerald Orcholski	CON GENERAL Public Comment	GENERAL - renovation of Union Station
2	Caller 9853	CON GENERAL Public Comment	GENERAL
3	Helen Campbell	EMC #16	AGAINST
4	David Grannis	EMC #16	AGAINST
5	Councilmember Eunisses	EMC #16	AGAINST
6	Juni Wong	EMC #16	AGAINST
7	LA ART Stop the Gondola	EMC #16	AGAINST
8	Amanda Steman	EMC #16	AGAINST
9	Jessica Want	EMC #16	AGAINST
10	Helen Campbell	EMC #16	AGAINST
11	Tony Quon	EMC #16	FOR
12	Tany Ling	EMC #16	AGAINST
13	Ana Aguilar	EMC #16	FOR
14	Edith Gonzalez	EMC #16	FOR
15	Suan Lai	EMC #16	AGAINST
16	Phllis Ling	EMC #16	AGAINST
17	Emmanuel Leon	EMC #16	FOR
18	Erasmus Martinez	EMC #16	FOR
19	Ron Frank	EMC #16	AGAINST
20	Diego Belmounte	EMC #16	FOR
21	Fabiola Ramos	EMC #16	FOR
22	Griselda Jimenez	EMC #16	FOR
23	Araceli Seturino	EMC #16	FOR
24	Linda Ledezma	EMC #16	FOR
25	Tarey Anglin	EMC #16	AGAINST
26	Josefina Ramierz	EMC #16	FOR
27	Julia Hernandez	EMC #16	FOR
28	Jesus Espinosa	EMC #16	FOR
29	Guadalupe Conjo	EMC #16	FOR
30	Juan Herrera	EMC #16	FOR
31	Maria Morales	EMC #16	FOR
32	Maria Medina	EMC #16	FOR
33	Gustavo Jair Lopez	EMC #16	FOR
34	Marissa Morones	EMC #16	FOR
35	James Limon	EMC #16	FOR
36	Elizabeth Beito	EMC #16	FOR
37	Melissa Popocca	EMC #16	FOR
38	King Cheung	EMC #16	AGAINST
39	Juni Wong	EMC #16	AGAINST
40	Selena Alonso	EMC #16	FOR
41	Lilian Flores	EMC #16	FOR
42	Sohji Thomas	EMC #16	AGAINST
43	Isaac Chu	EMC #16	AGAINST

44	Gisselle Lopez	EMC #16	AGAINST
45	Sonia Aguiar	EMC #16	AGAINST
46	Yolanda Castaneda	EMC #16	AGAINST
47	Mayra Acosta	EMC #16	FOR
48	Carmen Canclas	EMC #16	FOR
49	Phyllis Chiu	EMC #16	AGAINST
50	Stephanie Esponza	EMC #16	FOR
51	Reina Dominguez	EMC #16	FOR
52	Robert Dominguez	EMC #16	FOR
53	Joaquin Morales	EMC #16	FOR
54	Edward Flores	EMC #16	FOR
55	Natalie Noriega	EMC #16	FOR
56	Marina Martinez	EMC #16	FOR
57	Lydia Silva	EMC #16	FOR
58	Jose Silva	EMC #16	FOR
59	Philip Murphy	EMC #16	AGAINST
60	Caller 4875	EMC #16	AGAINST
61	Caller 2339	EMC #16	AGAINST
62	Caller 6060	EMC #16	FOR
63	Caller 2568	EMC #16	AGAINST
64	Caller 3784	EMC #16	AGAINST
65	Caller 7420	EMC #16	AGAINST
66	Caller 9879	EMC #16	FOR
67	Patrick Chen	EMC #16	AGAINST
68	Blanca Espinoza	EMC #16	FOR
69	Griselda Jimenez	EMC #16	FOR
70	Angeles Mendoza	EMC #16	FOR
71	Hermila Villafan	EMC #16	FOR
72	Liliana Flores	EMC #16	FOR
73	Victor Pintor	EMC #16	FOR
74	Trinidad Vargas	EMC #16	FOR
75	Gay Yuen	EMC #16	FOR
76	Caller 3784	OPS #18 & Motion	AGAINST
77	Caller 8122	OPS #18 & Motion	FOR
78	Caller 5684	OPS #18 & Motion	FOR
79	Caller 9445	OPS #18 & Motion	FOR
80	Caller 8810	OPS #18 & Motion	FOR
81	Caller 6611	OPS #18 & Motion	FOR
82	Caller 4667	OPS #18 & Motion	FOR
83	Faraz Aquil	OPS #27	AGAINST
84	Caller 3784	OPS #29	GENERAL
85	LA County Electric Truck and Bus Coalition	OPS #30	ITEM NEEDS MORE CONSIDERATION
86	Edgar Alatorre	OPS #30	Metro to prioritize the New Flyer XE40 battery electric bus platform for future purchases.
87	Caller 9183	OPS #30	AGAINST
88	Caller 1671	OPS #30	AGAINST
89	Caller 7354	OPS #30	AGAINST
90	Suzanne Caflisch	OPS #30	AGAINST
91	Metro San Fernando Valley Service Council	OPS #31	GENERAL

92	Thomas Tai	OPS #31	Install new tall faregates at Del Mar Station in Pasadena
93	Joseph Trainor	OPS #31	GENERAL - safety concerns
94	Seita	OPS #31	GENERAL - safety
95	Ronald Richards	OPS #31	Suspend E Line until everyone pays.
96	Rodney Lister	OPS #31	GENERAL
97	Caller 9853	OPS #31	GENERAL
98	Caller 1671	OPS #31	GENERAL
99	Caller 3784	OPS #31	GENERAL
100	Caller 3784	OPS GENERAL	GENERAL - Overcrowded, delayed buses. Spending too much time on fare enforcement.
101	Caller 9853	OPS GENERAL	GENERAL - Find consistent funding for operations. When we hit a recession, we might have to cut services if we're dependent on sales taxes.
102	Soham Patel	P&P #6	FOR
103	Maria Tsiao	P&P #6	FOR
104	Andy	P&P #6	FOR
105	Harrison Eilers	P&P #6	FOR
106	Brian Nicosia	P&P #6	FOR
107	Alex Hager	P&P #6	FOR
108	Ellington Peet	P&P #6	FOR
109	Andrew Stromme	P&P #6	FOR
110	David F	P&P #6	FOR
111	Sam Shapiro-Kline	P&P #6	FOR
112	ELLA COFFEY	P&P #6	FOR
113	Stephanie Tong	P&P #6	FOR
114	Yusef Abouremeleh	P&P #6	FOR
115	Sylvia Kim	P&P #6	FOR
116	David Martinez	P&P #6	FOR
117	Hal Bergman	P&P #6	FOR
118	Andrew Aleman	P&P #6	FOR
119	SCOTT MORCHOWER	P&P #6	FOR
120	Luis Cass	P&P #6	FOR
121	Lois Keller	P&P #6	FOR
122	Sonia Salas	P&P #6	FOR
123	Allon Percus	P&P #6	FOR
124	Sam Potts	P&P #6	FOR
125	Krista Amigone	P&P #6	FOR
126	Charles Robins	P&P #6	FOR
127	Dieter Rutzen	P&P #6	FOR
128	Melanie Zaldivar	P&P #6	FOR
129	Michael Keshish	P&P #6	FOR
130	Lorena Galvan	P&P #6	FOR
131	William Fernandez	P&P #6	FOR
132	Angelo Mike	P&P #6	FOR
133	Mimi Holt	P&P #6	FOR
134	Yolanda Davis	P&P #6	FOR
135	Dustin Shahan	P&P #6	FOR
136	James Payton	P&P #6	FOR
137	Philip Obaza	P&P #6	FOR
138	Roman Jaster	P&P #6	FOR

139	Salinger, Aaron	P&P #6	FOR
140	Stu Selonick	P&P #6	FOR
141	Max Fung	P&P #6	FOR
142	Diane Velez	P&P #6	FOR
143	Jonah Kanner	P&P #6	FOR
144	Casey Law	P&P #6	FOR
145	Kelly Ocampo	P&P #6	FOR
146	Grant Cogswell	P&P #6	FOR
147	Brett Keating	P&P #6	FOR
148	Dani Pravder	P&P #6	FOR
149	Tom Rodriguez	P&P #6	FOR
150	Rebecca Fullan	P&P #6	FOR
151	Ryan Vincent	P&P #6	FOR
152	Bill Wolkoff	P&P #6	FOR
153	Andres Cardona	P&P #6	FOR
154	Matt Stauffer	P&P #6	FOR
155	Derek Bishé	P&P #6	FOR
156	Timothy Shen	P&P #6	FOR
157	Stephanie Horwitz	P&P #6	FOR
158	Alison Rosenman	P&P #6	FOR
159	Bianca Cockrell	P&P #6	FOR
160	Yonatan Ahituv	P&P #6	FOR
161	John Lloyd	P&P #6	FOR
162	Auguste Miller	P&P #6	FOR
163	Allen N	P&P #6	FOR
164	Lydia Costantian	P&P #6	FOR
165	Kovach, C. (Joe)	P&P #6	FOR
166	M. H	P&P #6	FOR
167	Esteban Gast	P&P #6	FOR
168	Brent Daugherty	P&P #6	FOR
169	Ellory Smith	P&P #6	FOR
170	Jennifer Payton	P&P #6	FOR
171	Rachel Feng	P&P #6	FOR
172	Lara Kassabian	P&P #6	FOR
173	Andrew Solomon	P&P #6	FOR
174	ben	P&P #6	FOR
175	Ava Marinelli	P&P #6	FOR
176	Amelia Wong	P&P #6	FOR
177	Kevin Yuen	P&P #6	FOR
178	Nick Cron-DeVico	P&P #6	FOR
179	Wyatt Zadoorian	P&P #6	FOR
180	Faith Myhra	P&P #6	FOR
181	Cord Thomas	P&P #6	FOR
182	Judith Teitelman	P&P #6	FOR
183	Edna Cedillos	P&P #6	FOR
184	Jamie Chen	P&P #6	FOR
185	Sophie Nenner	P&P #6	FOR
186	John Baierl	P&P #6	FOR
187	Anna Schaeffer	P&P #6	FOR
188	Zachary Blomster	P&P #6	FOR
189	Rachel Kovinsky	P&P #6	FOR

190	Britney Baker	P&P #6	FOR
191	Alexa Hernandez	P&P #6	FOR
192	Jake Whitney	P&P #6	FOR
193	Tyler Peters	P&P #6	FOR
194	Joshua Gonzales	P&P #6	FOR
195	Phoebe Kiekhofer	P&P #6	FOR
196	Ruth Evans Lane	P&P #6	FOR
197	elena sunchugasheva	P&P #6	FOR
198	Adam Faruqi	P&P #6	FOR
199	Josh Graybill	P&P #6	FOR
200	Kiersten Stanley	P&P #6	FOR
201	Aaron Paley	P&P #6	FOR
202	Taylor Fife	P&P #6	FOR
203	Colin Warn	P&P #6	FOR
204	Ariana Contreras	P&P #6	FOR
205	Jennifer A. Gill	P&P #6	FOR
206	Aryan Ray	P&P #6	FOR
207	Calvin Dolloso	P&P #6	FOR
208	Daniel Bezinovich	P&P #6	FOR
209	Tamara Silvera	P&P #6	FOR
210	David Coles	P&P #6	FOR
211	Matt Babb	P&P #6	FOR
212	Xochitl Bueno	P&P #6	FOR
213	Los Angeles Bicycle Academy	P&P #6	FOR
214	Courtney Davis	P&P #6	FOR
215	Stephanie Feinerman	P&P #6	FOR
216	Kim Silverstein	P&P #6	FOR
217	Juan Portillo	P&P #6	FOR
218	Teresa Villasenor	P&P #6	FOR
219	Douglas Coulter	P&P #6	FOR
220	Davis Read	P&P #6	FOR
221	Leo Shahbazian	P&P #6	FOR
222	Philip Taylor	P&P #6	FOR
223	Michael Siegel	P&P #6	FOR
224	Jazmin Freire	P&P #6	FOR
225	Brenda Nuyen	P&P #6	FOR
226	Francisco Espinosa	P&P #6	FOR
227	Brandon Curran	P&P #6	FOR
228	Andy Freeland	P&P #6	FOR
229	Caro Vilain	P&P #6	FOR
230	Jenna Cobb	P&P #6	FOR
231	Alex Koncki	P&P #6	FOR
232	Kelsey Figone	P&P #6	FOR
233	Matthew Janssen	P&P #6	FOR
234	Mark Mallare	P&P #6	FOR
235	JJ Jung	P&P #6	FOR
236	Kent Strumpell	P&P #6	FOR
237	Wendy Aquino	P&P #6	FOR
238	Brent W Scott	P&P #6	FOR
239	Eric Walker	P&P #6	FOR
240	Kelly Marie Martin	P&P #6	FOR

241	Aaron McCain	P&P #6	FOR
242	Connor Webb	P&P #6	FOR
243	David Michel	P&P #6	FOR
244	Marco Anderson	P&P #6	FOR
245	Kelly Wright	P&P #6	FOR
246	Ted Marsden	P&P #6	FOR
247	Garrick Hogg	P&P #6	FOR
248	Christopher Truman	P&P #6	FOR
249	Ray Dang	P&P #6	FOR
250	Kerry Beth	P&P #6	FOR
251	Hans Vermy	P&P #6	FOR
252	Edgar Hernandez	P&P #6	FOR
253	Karim Sahli	P&P #6	FOR
254	Amanda Wahnich	P&P #6	FOR
255	Karen McCaw	P&P #6	FOR
256	Isaac Poplin	P&P #6	FOR
257	Jake Rosen	P&P #6	FOR
258	Brandon Lim	P&P #6	FOR
259	Nuriel Moghavem	P&P #6	FOR
260	Jamaal Cowan	P&P #6	FOR
261	Roberto	P&P #6	FOR
262	Josh Torchia	P&P #6	FOR
263	Emmett Florence	P&P #6	FOR
264	rowan Sullivan	P&P #6	FOR
265	Bryan Matsumoto, Nature For All	P&P #6	FOR
266	Kristoffer Miller	P&P #6	FOR
267	Lindsay Kerby	P&P #6	FOR
268	Gary Vogan	P&P #6	FOR
269	George Hewitt	P&P #6	FOR
270	John Craig	P&P #6	FOR
271	Samuel Pedersen	P&P #6	FOR
272	Abhimat Gautam	P&P #6	FOR
273	Dylan Gasperik	P&P #6	FOR
274	John Farren	P&P #6	FOR
275	Jasmine Baetz	P&P #6	FOR
276	Ociana Romo	P&P #6	FOR
277	William Kennedy	P&P #6	FOR
278	Kaesa Footracer	P&P #6	FOR
279	Alex	P&P #6	FOR
280	Daniela Simunovic	P&P #6	FOR
281	Yonatan Ahituv	P&P #6	FOR
282	Lisette Rodriguez	P&P #6	FOR
283	Banaf Mathers	P&P #6	FOR
284	Rosalina Steinberg	P&P #6	FOR
285	Anita Lin	P&P #6	FOR
286	Ethan Hamilton	P&P #6	FOR
287	Leigh Richart	P&P #6	FOR
288	Rosa Sanchez	P&P #6	FOR
289	Sherin Bennett	P&P #6	FOR
290	Dion Ho	P&P #6	FOR
291	Josh Albrektson	P&P #6	FOR

292	Tammy Cancilla	P&P #6	FOR
293	Vera Endoma	P&P #6	FOR
294	Ernie Gonzalez	P&P #6	FOR
295	Natasha Carrillo	P&P #6	FOR
296	Alexandra Bandy	P&P #6	FOR
297	Molly Phaneuf	P&P #6	FOR
298	Anna Saucedo	P&P #6	FOR
299	Andrew Arellano	P&P #6	FOR
300	Jessica Monge Coria	P&P #6	FOR
301	Aryan Ray	P&P #6	FOR
302	Joshua Feria	P&P #6	FOR
303	Casey Law	P&P #6	FOR
304	Tom Rodriguez	P&P #6	FOR
305	Debbie Hussey	P&P #6	FOR
306	Patricia Lee	P&P #6	FOR
307	Dominick Falzone	P&P #6	FOR
308	Shiho Nakaza	P&P #6	FOR
309	Cynthia Cynthia	P&P #6	FOR
310	Alexandria Gonzales	P&P #6	FOR
311	Tony Lee	P&P #6	FOR
312	Aimee Suen	P&P #6	FOR
313	Lucy Medina	P&P #6	FOR
314	Susan C	P&P #6	FOR
315	Marcia Schmitz	P&P #6	FOR
316	Anna Van	P&P #6	FOR
317	Corissa Pacillas Smith	P&P #6	FOR
318	Alan Clelland	P&P #6	FOR
319	Matt Stumbo	P&P #6	FOR
320	Sandra Llamas	P&P #6	FOR
321	Isabel Arrastia	P&P #6	FOR
322	Karyme G	P&P #6	FOR
323	Mallory Buri	P&P #6	FOR
324	Andrew Cobb	P&P #6	FOR
325	Aaron Dam	P&P #6	FOR
326	Wende Sweeney	P&P #6	FOR
327	Kaly	P&P #6	FOR
328	J Latt	P&P #6	FOR
329	Andy Au	P&P #6	FOR
330	Allison Kadin	P&P #6	FOR
331	Martin JP	P&P #6	FOR
332	Phillip brown	P&P #6	FOR
333	John Chang	P&P #6	FOR
334	Diana Herrera	P&P #6	FOR
335	Max Rico	P&P #6	FOR
336	Thanos T	P&P #6	FOR
337	Heather Whitaker	P&P #6	FOR
338	Alenna Espadas	P&P #6	FOR
339	Jenna Cobb	P&P #6	FOR
340	Josué Hervey-Yoo	P&P #6	FOR
341	Julia Bosley	P&P #6	FOR
342	William Hourigan	P&P #6	FOR

343	Raquel Laguna	P&P #6	FOR
344	Marc Trotoux	P&P #6	FOR
345	Danielle Zamora	P&P #6	FOR
346	Maggie C	P&P #6	FOR
347	Ashley Mercado	P&P #6	FOR
348	Kelly Ocampo	P&P #6	FOR
349	Linh Tran	P&P #6	FOR
350	April Stom	P&P #6	FOR
351	Anastasia Coon	P&P #6	FOR
352	Leslie Albe Field	P&P #6	FOR
353	The Fitz Family	P&P #6	FOR
354	May Gonzalez	P&P #6	FOR
355	Jeff In LA	P&P #6	FOR
356	Rebecca Butler	P&P #6	FOR
357	Justin Troyka	P&P #6	FOR
358	Jennifer Maldonado	P&P #6	FOR
359	Rosa Holguin	P&P #6	FOR
360	Juan Nuñez	P&P #6	FOR
361	Mark D	P&P #6	FOR
362	Alexander Lay	P&P #6	FOR
363	Tina	P&P #6	FOR
364	Karen Thai	P&P #6	FOR
365	Daniel Marino	P&P #6	FOR
366	Susan Phifer	P&P #6	FOR
367	VL B	P&P #6	FOR
368	Chris Ziegler	P&P #6	FOR
369	Jorge Rivera	P&P #6	FOR
370	Blair Miller	P&P #6	FOR
371	Alyn Garcia	P&P #6	FOR
372	Marlene Buenrostro	P&P #6	FOR
373	Dominic Bendinelli	P&P #6	FOR
374	Theresa Velasco	P&P #6	FOR
375	G Templeton	P&P #6	FOR
376	Duoshellg Esparza	P&P #6	FOR
377	Andrew Wright	P&P #6	FOR
378	Jonah Kanner	P&P #6	FOR
379	Christine De Mel	P&P #6	FOR
380	Estrella Sainburg	P&P #6	FOR
381	Victor Rosales	P&P #6	FOR
382	debra mathers	P&P #6	FOR
383	William Fernandez	P&P #6	FOR
384	Lucky Do	P&P #6	FOR
385	Crystal Yniquez	P&P #6	FOR
386	Julie Rysin	P&P #6	FOR
387	Jamie Chen	P&P #6	FOR
388	Jeff Santner	P&P #6	FOR
389	Mari Taylor	P&P #6	FOR
390	Vitaly Koshman	P&P #6	FOR
391	Leon Gu	P&P #6	FOR
392	Dale Zapata	P&P #6	FOR
393	Brett Berndt	P&P #6	FOR

394	Topher Mathers	P&P #6	FOR
395	Aviv Schifrin	P&P #6	FOR
396	reholguin66	P&P #6	FOR
397	Arman Ahmed	P&P #6	FOR
398	J Abrea	P&P #6	FOR
399	Cindy Arora	P&P #6	FOR
400	Adele Andrade Stadler	P&P #6	FOR
401	Marla Abrolat	P&P #6	FOR
402	Phil Hong	P&P #6	FOR
403	Donald Cheng	P&P #6	FOR
404	Alondra Mateo	P&P #6	FOR
405	David Payan	P&P #6	FOR
406	SHARON VARGAS	P&P #6	FOR
407	Ismael Enciso	P&P #6	FOR
408	Nancy Lomen	P&P #6	FOR
409	Cynthia Rose	P&P #6	FOR
410	Christian Perez	P&P #6	FOR
411	Valeria Garcia	P&P #6	FOR
412	Ana Mezanazi	P&P #6	FOR
413	Loren Hardy	P&P #6	FOR
414	Mike M	P&P #6	FOR
415	Maude Sutherland	P&P #6	FOR
416	ccmbzbmw	P&P #6	FOR
417	David Tran & Emily Roh	P&P #6	FOR
418	Nandagopal M	P&P #6	FOR
419	Elizabeth O'Brien	P&P #6	FOR
420	Lindsay Holland	P&P #6	FOR
421	Ray Aldridge	P&P #6	FOR
422	Paula Outon	P&P #6	FOR
423	Jack Galanty	P&P #6	FOR
424	Colin Warn	P&P #6	FOR
425	Jesse Budlong	P&P #6	FOR
426	Jorge Ortiz	P&P #6	FOR
427	Nick Cron-DeVico	P&P #6	FOR
428	Karlyn Roberts	P&P #6	FOR
429	Gabriela Jiménez	P&P #6	FOR
430	Carlos Aldana	P&P #6	FOR
431	Eric Chu	P&P #6	FOR
432	Wen Lee	P&P #6	FOR
433	aldo12527	P&P #6	FOR
434	Bernardino Aldo	P&P #6	FOR
435	Aldo Bernardino	P&P #6	FOR
436	Shannon Orcutt	P&P #6	FOR
437	John Lin	P&P #6	FOR
438	Lai Sam	P&P #6	FOR
439	Cierra Bell	P&P #6	FOR
440	Kevin Yuen	P&P #6	FOR
441	Anthony Escalera	P&P #6	FOR
442	Donna Aggers	P&P #6	FOR
443	Marcus Colella	P&P #6	FOR
444	Henry Sotelo	P&P #6	FOR

445	Ann.Wright	P&P #6	FOR
446	Russell Brynes	P&P #6	FOR
447	Erica Olsen	P&P #6	FOR
448	Rocio Leon	P&P #6	FOR
449	Geoff Jennings	P&P #6	FOR
450	haiching Cheah	P&P #6	FOR
451	Prakash Kumar	P&P #6	FOR
452	Kaly	P&P #6	FOR
453	C Dabrowski	P&P #6	FOR
454	tien Pasadena	P&P #6	FOR
455	Dan Hanasono	P&P #6	FOR
456	Zach Goheen	P&P #6	FOR
457	Elizabeth Horne	P&P #6	FOR
458	Alisha Pe	P&P #6	FOR
459	Alfonso Barbosa	P&P #6	FOR
460	Chan C	P&P #6	FOR
461	Jackson Anderer	P&P #6	FOR
462	Sherman Pascoe	P&P #6	FOR
463	Eric Vartany	P&P #6	FOR
464	Ed Leon	P&P #6	FOR
465	Elizabeth Traub	P&P #6	FOR
466	Christine s.	P&P #6	FOR
467	Yvonne Chow Tsai	P&P #6	FOR
468	Lorena CT24	P&P #6	FOR
469	G Vega	P&P #6	FOR
470	Jimmie Salazar	P&P #6	FOR
471	Grace Weng	P&P #6	FOR
472	Star Dressler	P&P #6	FOR
473	Jane Shevtsov	P&P #6	FOR
474	Jester Jungco	P&P #6	FOR
475	Drew Fansler	P&P #6	FOR
476	lt755747	P&P #6	FOR
477	Osiris Pérez	P&P #6	FOR
478	Alejandra Hoff	P&P #6	FOR
479	Danielle Brod	P&P #6	FOR
480	Ashley Rath	P&P #6	FOR
481	Norman Genato	P&P #6	FOR
482	Karen Graves	P&P #6	FOR
483	August Brown	P&P #6	FOR
484	Liz Washing Spot	P&P #6	FOR
485	Stephen Krusel	P&P #6	FOR
486	Paula Outon	P&P #6	FOR
487	Bye	P&P #6	FOR
488	Mick Kaspersky	P&P #6	FOR
489	Timothy Shen	P&P #6	FOR
490	Kc Hill	P&P #6	FOR
491	Cristina Lugo	P&P #6	FOR
492	Alex Abdi	P&P #6	FOR
493	Adam Long	P&P #6	FOR
494	msantillan85	P&P #6	FOR
495	Victoria L	P&P #6	FOR

496	Kathy K. Pham	P&P #6	FOR
497	Annie Li	P&P #6	FOR
498	Nathan Adair	P&P #6	FOR
499	Tara Yarlagadda	P&P #6	FOR
500	Paul Alms	P&P #6	FOR
501	James Ingram	P&P #6	FOR
502	Mylinh lam	P&P #6	FOR
503	Julie Griffin	P&P #6	FOR
504	Ben Gertner	P&P #6	FOR
505	priscilla L	P&P #6	FOR
506	Linda Ogata	P&P #6	FOR
507	Rachel Carney	P&P #6	FOR
508	Erik Arenas	P&P #6	FOR
509	Ryan Chingcuangco	P&P #6	FOR
510	Daniel Allende	P&P #6	FOR
511	Matt Ward	P&P #6	FOR
512	Seth Gilbert	P&P #6	FOR
513	Nick Bradford	P&P #6	FOR
514	Lourdes Villalobos	P&P #6	FOR
515	Elizabeth Herndon	P&P #6	FOR
516	Jenny Torpedo	P&P #6	FOR
517	Erial Tompkins	P&P #6	FOR
518	Alfonso Directo Jr.	P&P #6	FOR
519	Francisco Ojeda	P&P #6	FOR
520	Francisco Ojeda	P&P #6	FOR
521	Jamie Chen	P&P #6	FOR
522	Aaron McCain	P&P #6	FOR
523	Kurt Canfield	P&P #6	FOR
524	Jerry Ewing	P&P #6	FOR
525	Miguel Martinez Jr.	P&P #6	FOR
526	Darren Lin	P&P #6	FOR
527	Stephanie Ha	P&P #6	FOR
528	Colin Bogart	P&P #6	FOR
529	Jairo Avalos	P&P #6	FOR
530	Eric Brown	P&P #6	FOR
531	Richard Murphy	P&P #6	FOR
532	Carrie Lincourt	P&P #6	FOR
533	Colin Nangle	P&P #6	FOR
534	Alex Scholnick	P&P #6	FOR
535	Andrew Aleman	P&P #6	FOR
536	Robin Barton	P&P #6	FOR
537	Shana Rapoport	P&P #6	FOR
538	Jennifer Kaplan	P&P #6	FOR
539	Daniel Steimer	P&P #6	FOR
540	Valeria Garcia	P&P #6	FOR
541	Nayely Payan	P&P #6	FOR
542	Marjorie Hunt	P&P #6	FOR
543	Christopher Caceres	P&P #6	FOR
544	Michelle Kim, on behalf of Thomas Kim	P&P #6	ITEM NEEDS MORE CONSIDERATION
545	Ryan Eavey	P&P #6	FOR

546	John Aboud	P&P #6	FOR
547	Amina Kinkhabwala	P&P #6	FOR
548	dude bro	P&P #6	FOR
549	Aaron Salinger	P&P #6	FOR
550	Andi Lovano, on behalf of Mayor Chelsea Byers	P&P #6	FOR
551	Julia Bosley	P&P #6	FOR
552	Alberto Flores	P&P #6	FOR
553	Christina Davila	P&P #6	FOR
554	Leslie Yick	P&P #6	FOR
555	Kabir Chopra	P&P #6	FOR
556	Juan Bustamante	P&P #6	FOR
557	Aubrey Scheibel	P&P #6	FOR
558	Maya Román	P&P #6	FOR
559	Bruce Bellamy	P&P #6	FOR
560	Christine Melloy	P&P #6	FOR
561	Brenna Cancilla	P&P #6	FOR
562	PM Feliciano	P&P #6	FOR
563	Sam Ancona	P&P #6	FOR
564	Alenna Espadas	P&P #6	FOR
565	Aaron Paley	P&P #6	FOR
566	Jason Liou	P&P #6	FOR
567	John Hart	P&P #6	FOR
568	Andy Magee	P&P #6	FOR
569	Haley S.	P&P #6	FOR
570	Ryan Robinson	P&P #6	FOR
571	Mark Peters	P&P #6	FOR
572	John Erickson	P&P #6 & Motion	FOR
573	Romel Pascual	P&P #6 & Motion	FOR
574	Michelle Kim	P&P #6 & Motion	FOR
575	Tafarai Bayne	P&P #6 & Motion	FOR
576	Topher Mathers	P&P #6 & Motion	FOR
577	Citally Ruedas	P&P #6 & Motion	FOR
578	Caller 1295	P&P #6 & Motion	FOR
579	Caller 3636	P&P #6 & Motion	FOR
580	Caller 5684	P&P #6 & Motion	FOR
581	Caller 3753	P&P #6 & Motion	FOR
582	Caller 8605	P&P #6 & Motion	FOR
583	Caller 3993	P&P #6 & Motion	FOR
584	Caller 3698	P&P #6 & Motion	FOR
585	Caller 0970	P&P #6 & Motion	FOR
586	Caller 7973	P&P #6 & Motion	FOR
587	Caller 9493	P&P #6 & Motion	FOR
588	Caller 7043	P&P #6 & Motion	FOR
589	Mary Mendoza	P&P #7	FOR
590	Paul Hubler	P&P #7	FOR
591	Bart Reed	P&P #7	AGAINST
592	Caller 2073	P&P #7	GENERAL
593	Caller 5865	P&P #7	FOR
594	Caller 3993	P&P #7	FOR
595	Caller 5664	P&P #7	FOR

596	Caller 7882	P&P #7	FOR
597	Caller 1798	P&P #7	FOR
598	Caller 7973	P&P #7	FOR
599	Councilwoman Monica Rodriguez	P&P #7	FOR
600	Darren Kettle, Metrolink CEO	P&P #7	FOR
601	City of Sanfernando	P&P #7	FOR
602	Fernando Valley Coucil of Governme	P&P #7	FOR
603	Sylmar Neighbor Council	P&P #7	FOR
604	The Transit Coalition	P&P #7	ITEM NEEDS MORE CONSIDERATION
605	Richard Niederberg	P&P #7	FOR
606	Jermy Steinert	P&P #7	AGAINST
607	She B	P&P #7	AGAINST
608	Lindsey Larsen	P&P #7	FOR
609	Caller 6500	P&P #9	FOR
610	Caller 9493	P&P GENERAL Public Comment	GENERAL
611	Phyllis Ling	RBM #16	AGAINST
612	Andrew Yip	RBM #16	AGAINST
613	Briana Chica, on behalf of Tyler Byrd President of Ironworkers Local Union 416	RBM #16	FOR
614	Monica Urrea, on behalf of Paul Moreno, Ironworkers Local 433	RBM #16	FOR
615	Shane Lee	RBM #16	FOR
616	uburgara777	RBM #16	FOR
617	Andrew White	RBM #16	FOR
618	Geoff Tock	RBM #16	FOR
619	Megan Sandoval	RBM #16	AGAINST
620	Aaron Cabral	RBM #16	AGAINST
621	Marty Meltzer	RBM #16	AGAINST
622	Gavin Brennan	RBM #16	AGAINST
623	Judy Branfman	RBM #16	AGAINST
624	basso.cordage-2q	RBM #16	AGAINST
625	Will Finch	RBM #16	FOR
626	Dan Harrison	RBM #16	AGAINST
627	Kathy Rogers	RBM #16	AGAINST
628	Cody Sloan	RBM #16	AGAINST
629	Stephen Johnson	RBM #16	AGAINST
630	Heather Santora	RBM #16	AGAINST
631	Neil Kramer	RBM #16	AGAINST
632	William Frankenfeld	RBM #16	FOR
633	George Hewitt	RBM #16	AGAINST
634	Zee Yorke	RBM #16	AGAINST
635	Bridget McCarthy	RBM #16	AGAINST
636	Brian Wakil	RBM #16	AGAINST
637	Alejandro Molina	RBM #16	AGAINST
638	Rachelle Arslan	RBM #16	AGAINST
639	Yolanda Molina	RBM #16	AGAINST
640	sarah Starr	RBM #16	AGAINST
641	Jennifer Robinson	RBM #16	AGAINST
642	Hans Deutsch	RBM #16	AGAINST

643	Megan Bomba	RBM #16	AGAINST
644	Sophie Trauberman	RBM #16	AGAINST
645	casa wilson	RBM #16	AGAINST
646	Larry Herr	RBM #16	AGAINST
647	Sheila O'Callaghan	RBM #16	AGAINST
648	Juan Valencia	RBM #16	AGAINST
649	Dave Ptach	RBM #16	AGAINST
650	Marcia Hanford	RBM #16	AGAINST
651	Tatiana Owen	RBM #16	AGAINST
652	Donita Sparks	RBM #16	AGAINST
653	Michelangelo Muscariello	RBM #16	AGAINST
654	Illae Choi	RBM #16	AGAINST
655	Rich Crook	RBM #16	AGAINST
656	Lisa Karahalios	RBM #16	AGAINST
657	Rene Giron	RBM #16	AGAINST
658	Austin Durant	RBM #16	AGAINST
659	MICHAEL Delgado	RBM #16	AGAINST
660	Bryne Rasmussen	RBM #16	AGAINST
661	Jan Sasabe	RBM #16	AGAINST
662	Paul Tepper	RBM #16	AGAINST
663	Howard Naness	RBM #16	AGAINST
664	Bill Sandlin	RBM #16	AGAINST
665	Nathan Cortez	RBM #16	AGAINST
666	Ramsey Conder	RBM #16	AGAINST
667	Kyung Na Park	RBM #16	AGAINST
668	Melissa Erin Minahan	RBM #16	AGAINST
669	Candice Tobin	RBM #16	AGAINST
670	Elayne Zhou	RBM #16	AGAINST
671	David Hu	RBM #16	AGAINST
672	Diana Beardsley	RBM #16	AGAINST
673	Mark Mcrae	RBM #16	AGAINST
674	Candace Lee	RBM #16	AGAINST
675	Vincent Gormally	RBM #16	AGAINST
676	Gabbie Metheny	RBM #16	AGAINST
677	nancy steiner	RBM #16	AGAINST
678	ANDREA SAMPSON	RBM #16	AGAINST
679	August Purello	RBM #16	AGAINST
680	Sidney Heubner	RBM #16	AGAINST
681	Pedram Mlnazad	RBM #16	AGAINST
682	DIANE WEISS	RBM #16	AGAINST
683	T L	RBM #16	AGAINST
684	Logan Andrzejewski	RBM #16	AGAINST
685	Maura Rindelaub	RBM #16	AGAINST
686	Howard Rudnick	RBM #16	AGAINST
687	Joy Vick	RBM #16	AGAINST
688	Michael Alvarenga	RBM #16	AGAINST
689	Pam Brief	RBM #16	AGAINST
690	Cassandra Baez	RBM #16	AGAINST
691	Elva Yanez	RBM #16	AGAINST
692	Mailee Yang	RBM #16	AGAINST
693	ROBERT MCCLENAGHAN	RBM #16	AGAINST

694	Andrew Lee	RBM #16	AGAINST
695	Louise Garretson	RBM #16	AGAINST
696	Samantha Perez	RBM #16	AGAINST
697	Jessie Her	RBM #16	AGAINST
698	Reagan McClymonds	RBM #16	AGAINST
699	Mary Luth	RBM #16	AGAINST
700	Ana Vargas	RBM #16	AGAINST
701	Erica Goebel	RBM #16	AGAINST
702	Jason Moritz	RBM #16	AGAINST
703	Phyllis Ling	RBM #16	AGAINST
704	Aaron Cabral	RBM #16	AGAINST
705	Karen Stasevich	RBM #16	AGAINST
706	Hayk Makhmuryan	RBM #16	AGAINST
707	Roger Hermann	RBM #16	AGAINST
708	Elizabeth Barrios	RBM #16	AGAINST
709	MERLE FREEMAN	RBM #16	AGAINST
710	Dawnn Winter	RBM #16	AGAINST
711	Sofia Munoz	RBM #16	AGAINST
712	Celeste Hong	RBM #16	AGAINST
713	Shawn Sites	RBM #16	AGAINST
714	Tim O'Brien	RBM #16	AGAINST
715	Laura Cambonchi	RBM #16	AGAINST
716	declan fitzpatrick	RBM #16	AGAINST
717	Danton Miller	RBM #16	AGAINST
718	Jesus Estrada-Martinez	RBM #16	AGAINST
719	Mingjia Chen	RBM #16	AGAINST
720	Stephen Johnson	RBM #16	AGAINST
721	Christine Veliz	RBM #16	AGAINST
722	Nanci Ochoa	RBM #16	AGAINST
723	Stephanie Weck	RBM #16	AGAINST
724	Marco Aguilera	RBM #16	AGAINST
725	SANDRA NEEDS	RBM #16	AGAINST
726	Ralph Ramirez	RBM #16	AGAINST
727	Carlos Flores	RBM #16	AGAINST
728	Jinsoo An	RBM #16	AGAINST
729	Josephina Sykes	RBM #16	AGAINST
730	Robert Landis	RBM #16	AGAINST
731	Connie Wong	RBM #16	AGAINST
732	Ricardo Rizo	RBM #16	AGAINST
733	Laurie	RBM #16	AGAINST
734	Jenna Cobb	RBM #16	AGAINST
735	Richard Mirisch	RBM #16	AGAINST
736	Breanne Miranda	RBM #16	AGAINST
737	John Hemer	RBM #16	AGAINST
738	Edward Costello	RBM #16	AGAINST
739	Neva Lunine	RBM #16	AGAINST
740	Robin Blackman	RBM #16	AGAINST
741	Eric Adams	RBM #16	AGAINST
742	Matthew Dubois	RBM #16	AGAINST
743	Katie Antonsson	RBM #16	AGAINST
744	Dane Giesregen	RBM #16	AGAINST

745	Susana Zhong	RBM #16	AGAINST
746	Vignette Ching	RBM #16	AGAINST
747	Molly Lazar	RBM #16	AGAINST
748	Richard Dawson	RBM #16	AGAINST
749	Selina Ho	RBM #16	AGAINST
750	Scott Guitteau	RBM #16	AGAINST
751	Jessica Wang	RBM #16	AGAINST
752	Trudi Anderson	RBM #16	AGAINST
753	Daisy Quinones	RBM #16	AGAINST
754	Silvia Sosio	RBM #16	AGAINST
755	Ann Dorsey	RBM #16	AGAINST
756	Juli Kanf	RBM #16	AGAINST
757	Sophat Phea	RBM #16	AGAINST
758	Neil Wedge	RBM #16	AGAINST
759	Allen Glass	RBM #16	AGAINST
760	Rick Teplitz	RBM #16	AGAINST
761	Lindsey Nelson	RBM #16	AGAINST
762	Shikha Bhatnagar	RBM #16	AGAINST
763	Robin Fong	RBM #16	AGAINST
764	Jon Christensen	RBM #16	AGAINST
765	Alicia Salazar	RBM #16	AGAINST
766	Minerva Flores	RBM #16	AGAINST
767	Beatriz Tello	RBM #16	AGAINST
768	Jennifer Malins	RBM #16	AGAINST
769	Michelle Richter	RBM #16	AGAINST
770	stephanie scott	RBM #16	AGAINST
771	Andrew Vought	RBM #16	AGAINST
772	Robert Parra	RBM #16	AGAINST
773	Valerie Morishige	RBM #16	AGAINST
774	Phiip Murphy	RBM #16	AGAINST
775	Cayla McCrae	RBM #16	AGAINST
776	Brandon Schwartzel	RBM #16	AGAINST
777	Leslie Soto	RBM #16	AGAINST
778	Gavin Brennan	RBM #16	AGAINST
779	Jack Humphreville	RBM #16	AGAINST
780	Marion Siu	RBM #16	AGAINST
781	Yvonne Salazar	RBM #16	AGAINST
782	Katherine Markova	RBM #16	AGAINST
783	Dinajreeah Morrah	RBM #16	AGAINST
784	Jared Jeffries	RBM #16	AGAINST
785	Lionel Mares	RBM #16	AGAINST
786	Lionel Mares	RBM #16	AGAINST
787	Lucy Xue	RBM #16	AGAINST
788	Pauletta Pierce	RBM #16	AGAINST
789	EMILY GAWRONSKI	RBM #16	AGAINST
790	Noah Hrung	RBM #16	AGAINST
791	Roger Herman	RBM #16	AGAINST
792	Ella Coffey	RBM #16	AGAINST
793	Robert Jacobson	RBM #16	AGAINST
794	Amanda Chen	RBM #16	AGAINST
795	Donald Sloper	RBM #16	AGAINST

796	Ellie Brayton	RBM #16	AGAINST
797	eriyamage	RBM #16	AGAINST
798	Matthew Alvarez	RBM #16	AGAINST
799	Alitta Ayala	RBM #16	AGAINST
800	Faraz Aqil	RBM #16	AGAINST
801	Gary Xia	RBM #16	AGAINST
802	cindyslin91	RBM #16	AGAINST
803	Gabriel McCormick	RBM #16	AGAINST
804	MJ Young	RBM #16	AGAINST
805	Gavin Brennan	RBM #16	AGAINST
806	Richard Ahn	RBM #16	AGAINST
807	Dan Gould	RBM #16	FOR
808	Charles Savinar	RBM #16	AGAINST
809	Parker Loris	RBM #16	AGAINST
810	Erin Huntley	RBM #16	AGAINST
811	T L	RBM #16	AGAINST
812	Sean Murphy	RBM #16	AGAINST
813	Carolyn Olney	RBM #16	AGAINST
814	Kaz Tanaka	RBM #16	AGAINST
815	Nina Pekarek	RBM #16	AGAINST
816	Tori Kjer	RBM #16	AGAINST
817	Mia Trachinger	RBM #16	AGAINST
818	Kayla Butler	RBM #16	AGAINST
819	Vincent Sy	RBM #16	AGAINST
820	Dayana Patino	RBM #16	AGAINST
821	Hannah Gia	RBM #16	AGAINST
822	Matt Hebermehl	RBM #16	AGAINST
823	Janeth Aparicio	RBM #16	AGAINST
824	Kwan Luu	RBM #16	AGAINST
825	Andrew Lee	RBM #16	AGAINST
826	Jason Moritz	RBM #16	AGAINST
827	STUART RUBIN	RBM #16	AGAINST
828	Kim Silverstein	RBM #16	AGAINST
829	Renee Faundo	RBM #16	AGAINST
830	Frank Halstead	RBM #16	AGAINST
831	Laraine Moniz	RBM #16	AGAINST
832	Grace Lee	RBM #16	AGAINST
833	Elizabeth Codiga	RBM #16	AGAINST
834	Robert Reyes Villagomez	RBM #16	AGAINST
835	rebecca cumberland	RBM #16	AGAINST
836	Spencer Rothbell	RBM #16	AGAINST
837	ANDREA SAMPSON	RBM #16	AGAINST
838	Therese Oshiro	RBM #16	AGAINST
839	Gabbie Metheny	RBM #16	AGAINST
840	Katherine Wong	RBM #16	AGAINST
841	Robert Landis	RBM #16	AGAINST
842	Angel Romero	RBM #16	AGAINST
843	Amber Espinosa-Jones	RBM #16	AGAINST
844	Preston Wood	RBM #16	AGAINST
845	Samantha Kelly	RBM #16	AGAINST
846	Dane Giesregen	RBM #16	AGAINST

847	Joe Klein	RBM #16	AGAINST
848	Isabelle Aspin	RBM #16	AGAINST
849	Ricardo Rizo	RBM #16	AGAINST
850	Josephina Sykes	RBM #16	AGAINST
851	Kevin Awakuni	RBM #16	AGAINST
852	Matt Orlove	RBM #16	AGAINST
853	Yesenia Nava	RBM #16	AGAINST
854	David Lapidés	RBM #16	AGAINST
855	Regina Romanes	RBM #16	AGAINST
856	Lisa Cheng	RBM #16	AGAINST
857	Anita Carachure	RBM #16	AGAINST
858	Peter Rocca	RBM #16	AGAINST
859	Michael Gorospe	RBM #16	AGAINST
860	Rachelle Arslan	RBM #16	AGAINST
861	Rachelle Arslan	RBM #16	AGAINST
862	Francisca Salazar	RBM #16	AGAINST
863	James Salazar	RBM #16	AGAINST
864	Jennifer Malins	RBM #16	AGAINST
865	Anna-Jane Tabler	RBM #16	AGAINST
866	Mia Trachinger	RBM #16	AGAINST
867	Paris Eley	RBM #16	AGAINST
868	Robin Blackman	RBM #16	AGAINST
869	Caleb Rosen	RBM #16	AGAINST
870	Erin Castuera	RBM #16	AGAINST
871	Chloë H	RBM #16	AGAINST
872	Alexandra Formella	RBM #16	AGAINST
873	Yessica Mendez	RBM #16	AGAINST
874	Maria Dexina Llenado	RBM #16	AGAINST
875	Dinajreeah Morrah	RBM #16	AGAINST
876	J Jesus Cardona	RBM #16	AGAINST
877	Nathaniel Osollo	RBM #16	AGAINST
878	Will Finch	RBM #16	FOR
879	Melissa Finell	RBM #16	AGAINST
880	Judi	RBM #16	AGAINST
881	Andy Wong	RBM #16	AGAINST
882	Gerardo Sanchez	RBM #16	AGAINST
883	Ann Dorsey	RBM #16	AGAINST
884	Carol Kamjou	RBM #16	AGAINST
885	Isel Cuapio	RBM #16	AGAINST
886	Jacob Montag	RBM #16	AGAINST
887	Diana Ambrosio	RBM #16	AGAINST
888	Alejandro Fernandez	RBM #16	AGAINST
889	Tim O'Brien	RBM #16	AGAINST
890	KATHLEEN MURPHY	RBM #16	AGAINST
891	andrea martinez	RBM #16	AGAINST
892	Michelle Rivera	RBM #16	AGAINST
893	Laura Adams	RBM #16	AGAINST
894	Noemi Garcia	RBM #16	AGAINST
895	Jamie Ehrlich-Simm	RBM #16	AGAINST
896	Jennifer Kao	RBM #16	AGAINST
897	Xochitl San Vicente	RBM #16	AGAINST

898	Zachary Wyman	RBM #16	AGAINST
899	Heidi Wasake	RBM #16	FOR
900	Theresa D	RBM #16	AGAINST
901	Eva Malis	RBM #16	AGAINST
902	T L	RBM #16	AGAINST
903	Lia Aquino	RBM #16	AGAINST
904	William Stoughton	RBM #16	AGAINST
905	Robyn Bytheway	RBM #16	AGAINST
906	Soheila K	RBM #16	AGAINST
907	Diego Tamayo	RBM #16	AGAINST
908	Stephanie Tong	RBM #16	AGAINST
909	Alana Carmel	RBM #16	AGAINST
910	Kaitlin Taszarek	RBM #16	AGAINST
911	Melissa Arechiga	RBM #16	AGAINST
912	Katie Jeon	RBM #16	AGAINST
913	Emily Wong	RBM #16	AGAINST
914	Josephine Treadwell	RBM #16	AGAINST
915	Meagan Vo	RBM #16	AGAINST
916	Michelle Lewis	RBM #16	AGAINST
917	Jim Stewart	RBM #16	AGAINST
918	Ethereal Quintero	RBM #16	AGAINST
919	Hillary Stallings	RBM #16	AGAINST
920	Ninyshka Sanchez	RBM #16	AGAINST
921	Tracy Park	RBM #16	AGAINST
922	Bz Zhang	RBM #16	AGAINST
923	Nicholas Christou	RBM #16	AGAINST
924	ron frank	RBM #16	AGAINST
925	Helen Campbell	RBM #16	AGAINST
926	Kristi Northup, Leitner-Poma of America	RBM #16	FOR
927	T L	RBM #16	AGAINST
928	cayla	RBM #16	AGAINST
929	Aracely Lopez	RBM #16	AGAINST
930	Emma Howard on behalf of Councilmember Soto-Martinez	RBM #16	AGAINST
931	Phyllis Ling	RBM #16	AGAINST
932	Alejandra Leon	RBM #16	AGAINST
933	Bennet Kau	RBM #16	AGAINST
934	Elizabeth Erickson	RBM #16	AGAINST
935	Hugo Garcia	RBM #16	AGAINST
936	Robert Sato	RBM #16	AGAINST
937	Tabasa Ozawa	RBM #16	AGAINST
938	onionade	RBM #16	AGAINST
939	Phyllis Ling	RBM #16	AGAINST
940	Zachary Wyman	RBM #16	AGAINST
941	Neil Wedge	RBM #16	AGAINST
942	anne marie Drolet	RBM #16	AGAINST
943	Michelle Frier	RBM #16	AGAINST
944	Linh Tran	RBM #16	AGAINST
945	Keping Kuo	RBM #16	AGAINST
946	Marian A Dodge	RBM #16	AGAINST

947	Dana Tinio	RBM #16	AGAINST
948	Juan Hoos	RBM #16	AGAINST
949	Leigha DelBusso	RBM #16	AGAINST
950	T L	RBM #16	AGAINST
951	Sue Lai	RBM #16	AGAINST
952	John Given	RBM #16	AGAINST
953	David Grannis	RBM #16	FOR
954	Michelle Lewis	RBM #16	AGAINST
955	Danny Salas	RBM #18	FOR
956	Caller 4971	RBM #18	FOR
957	Patricia Kenning	RBM #18	FOR
958	Caller 7954	RBM #18	FOR
959	Caller 4863	RBM #18	FOR
960	Caller 6311	RBM #18	FOR
961	Caller 1975	RBM #18	FOR
962	Caller 0523	RBM #18	FOR
963	Caller 6766	RBM #18	FOR
964	Monica Garcia-Diaz, Wilmington Chamber of Commerce	RBM #18	FOR
965	Kimberly Caceres, South Bay Association of Chambers of Commerce	RBM #18	FOR
966	Henry Rogers, Harbor Association of Industry and Commerce	RBM #18	FOR
967	Lizz Griggs	RBM #18	FOR
968	Caller 9493	RBM #3	GENERAL
969	Caller 3784	RBM #3	GENERAL
970	The Los Angeles County Electric Truck and Bus Coalition	RBM #30	ITEM NEEDS MORE CONSIDERATION
971	Glendale Metals	RBM #32	AGAINST
972	Caller 4971	RBM #4	GENERAL
973	Caller 3784	RBM #4	GENERAL
974	Caller 9493	RBM #4	GENERAL
975	Leon Gu	RBM #5	AGAINST
976	Vivian	RBM #6	FOR
977	David Diaz	RBM #6	FOR
978	David Colitre	RBM #6	FOR
979	Paul Steinberg	RBM #6	FOR
980	Diane Burris	RBM #6	FOR
981	Thanos Trezos	RBM #6	FOR
982	Kristin Roberts	RBM #6	FOR
983	Tom Wilde	RBM #6	FOR
984	Marley Thomson	RBM #6	FOR
985	Donald Quick	RBM #6	FOR
986	Donald Cheng	RBM #6	FOR
987	Will Pryor	RBM #6	FOR
988	Mike Blockstein	RBM #6	FOR
989	Virginia Gladwin	RBM #6	FOR
990	William Fernandez	RBM #6	FOR
991	J L	RBM #6	FOR
992	Sara Uchoa	RBM #6	FOR

993	Pilar Reynaldo	RBM #6	FOR
994	Linda Wah	RBM #6	FOR
995	Jenna Cobb	RBM #6	FOR
996	Eleanor Lee	RBM #6	FOR
997	Anne Gaw	RBM #6	FOR
998	Drew T	RBM #6	FOR
999	Pamela Myburgh	RBM #6	FOR
1000	Celina Avila	RBM #6	FOR
1001	Justin Lotz	RBM #6	FOR
1002	D M	RBM #6	FOR
1003	Amanda Sarley	RBM #6	FOR
1004	jhays	RBM #6	FOR
1005	Jason Le	RBM #6	FOR
1006	Carla Alcibar	RBM #6	FOR
1007	J Hays	RBM #6	FOR
1008	C Law	RBM #6	FOR
1009	Ella de Buck	RBM #6	FOR
1010	Gabriela Erazo	RBM #6	FOR
1011	Michelle Rivera	RBM #6	FOR
1012	Christine Vazquez	RBM #6	FOR
1013	Noel McCarthy	RBM #6	FOR
1014	Kara Kraus	RBM #6	FOR
1015	Christiana Saldana	RBM #6	FOR
1016	Vivian Lu	RBM #6	FOR
1017	Ying Liu	RBM #6	FOR
1018	KYLA Purtell	RBM #6	FOR
1019	Jonathan Straus	RBM #6	FOR
1020	Damon Kim	RBM #6	FOR
1021	K Fanslow	RBM #6	FOR
1022	Alicia Lopez	RBM #6	FOR
1023	Adriana Carías-Sison	RBM #6	FOR
1024	Rachel Kim	RBM #6	FOR
1025	J Cretella	RBM #6	FOR
1026	Jordy Penagos	RBM #6	FOR
1027	Salinger, Aaron	RBM #6	FOR
1028	Eddie Cortez	RBM #6	FOR
1029	Mekdela Ejigu	RBM #6	FOR
1030	Romel Pascual	RBM #6	FOR
1031	Tafarai Bayne	RBM #6	FOR
1032	Caller 9906	RBM #6	FOR
1033	Caller 3170	RBM #6	FOR
1034	Andres Garcia	RBM #7	FOR
1035	Antonio Lopez	RBM #7	GENERAL
1036	Gloria Santana	RBM #7	FOR
1037	Mary Mendoza	RBM #7	FOR
1038	Jeffrey Dunn	RBM #7	FOR
1039	Maria Nieto	RBM #7	FOR
1040	Nora Rosete	RBM #7	ITEM NEEDS MORE CONSIDERATION
1041	Roxy Rivas	RBM #7	FOR
1042	Coby King	RBM #7	FOR
1043	David Ortiz	RBM #7	FOR

1044	Caller 4008	RBM #7	FOR
1045	Caller 0140	RBM #7	GENERAL
1046	Councilmember Eunisses	RBM Consent Calendar	AGAINST the Gondola
1047	Councilmember Huerto	RBM Consent Calendar	AGAINST the Gondola
1048	Councilmember Soto-Martinez	RBM Consent Calendar	AGAINST the Gondola
1049	Susan Lai	RBM Consent Calendar	AGAINST the Gondola
1050	Tawny Ling	RBM Consent Calendar	AGAINST the Gondola
1051	Rosie Ruiz	RBM Consent Calendar	FOR the Gondola
1052	Ramona Lopez	RBM Consent Calendar	FOR the Gondola
1053	Sakae Koyama	RBM Consent Calendar	AGAINST the Gondola
1054	Robin Fong	RBM Consent Calendar	AGAINST the Gondola
1055	Phyllis Ling	RBM Consent Calendar	AGAINST the Gondola
1056	Laura Velkei	RBM Consent Calendar	AGAINST the Gondola
1057	Windy Omalley	RBM Consent Calendar	AGAINST the Gondola
1058	Philip Murphy	RBM Consent Calendar	AGAINST the Gondola
1059	Sophie Dover	RBM Consent Calendar	AGAINST the Gondola
1060	Jon Christensen	RBM Consent Calendar	AGAINST the Gondola
1061	Taery Anglin	RBM Consent Calendar	AGAINST the Gondola
1062	Fatima Murrrieta	RBM Consent Calendar	GENERAL on item 30
1063	Carlos Navarrette	RBM Consent Calendar	AGAINST the Gondola
1064	Kris Chan	RBM Consent Calendar	AGAINST the Gondola
1065	Sohji Thomas	RBM Consent Calendar	AGAINST the Gondola
1066	Lila Atchinson	RBM Consent Calendar	AGAINST the Gondola
1067	Jude Rodriguez	RBM Consent Calendar	AGAINST the Gondola
1068	Allison Celosia	RBM Consent Calendar	AGAINST the Gondola
1069	Tabatha Yelos	RBM Consent Calendar	AGAINST the Gondola

1070	Ryan Calbreath	RBM Consent Calendar	AGAINST the Gondola
1071	Eric Adams	RBM Consent Calendar	AGAINST the Gondola
1072	Patrick Chen	RBM Consent Calendar	AGAINST the Gondola
1073	Karina Corbera	RBM Consent Calendar	AGAINST the Gondola
1074	Richard Lai	RBM Consent Calendar	AGAINST the Gondola
1075	Xochitl Manzannilla	RBM Consent Calendar	FOR the Gondola
1076	William Wong	RBM Consent Calendar	AGAINST the Gondola
1077	Rey Villagomez	RBM Consent Calendar	AGAINST the Gondola
1078	Edith Gonzalez	RBM Consent Calendar	FOR the Gondola
1079	Samantha Perez	RBM Consent Calendar	AGAINST the Gondola
1080	Helen Villagomez	RBM Consent Calendar	AGAINST the Gondola
1081	Alejandro Gutierrez	RBM Consent Calendar	AGAINST the Gondola
1082	Susan Yank	RBM Consent Calendar	AGAINST the Gondola
1083	Rosa Medrano	RBM Consent Calendar	AGAINST the Gondola
1084	Juni Wong	RBM Consent Calendar	AGAINST the Gondola
1085	Meghan Choi	RBM Consent Calendar	AGAINST the Gondola
1086	Reina Dominguez	RBM Consent Calendar	FOR the Gondola
1087	Ben Cohen	RBM Consent Calendar	AGAINST the Gondola
1088	Kaily Dominguez	RBM Consent Calendar	FOR the Gondola
1089	Caroline Kanner	RBM Consent Calendar	AGAINST the Gondola
1090	Rebecca Dominquez	RBM Consent Calendar	FOR the Gondola
1091	Mannuela Parra	RBM Consent Calendar	FOR the Gondola
1092	Antonio Lopez	RBM Consent Calendar	AGAINST the Gondola
1093	Lydia Silva	RBM Consent Calendar	FOR the Gondola
1094	Jose Silva	RBM Consent Calendar	FOR the Gondola

1095	Phyllis Ling	RBM Consent Calendar	AGAINST the Gondola
1096	Caller 3784	RBM GENERAL Public Comment	GENERAL
1097	Caller 9879	RBM GENERAL Public Comment	GENERAL
1098	Lilian Moon	RBM GENERAL Public Comment	Reject contract award for item 26
1099	David Melito	RBM GENERAL Public Comment	GENERAL
1100	Javier Garcia	RBM GENERAL Public Comment	GENERAL
1101	Madalaine Janis	RBM GENERAL Public Comment	GENERAL
1102	Alex Davis	RBM GENERAL Public Comment	Bring back fare enforcement
1103	David Ortiz	RBM GENERAL Public Comment	GENERAL
1104	Martin Barrera	RBM GENERAL Public Comment	GENERAL
1105	Teto Huevo	RBM GENERAL Public Comment	GENERAL
1106	Ben Kabuye	RBM GENERAL Public Comment	GENERAL - on item 30
1107	Suzanne Caflisch	RBM GENERAL Public Comment	GENERAL - on item 30
1108	Lauren Petit	RBM GENERAL Public Comment	There should be fare enforcement
1109	Tim Muir	RBM GENERAL Public Comment	GENERAL
1110	Brian Aggrey	RBM GENERAL Public Comment	Fare enforcement on Metro
1111	Timothy	RBM GENERAL Public Comment	Fare enforcement on Metro
1112	Jared Rimer	RBM GENERAL Public Comment	GENERAL - on item 9
1113	Caller 9493	RBM GENERAL Public Comment	GENERAL
1114	Caller 9494	RBM GENERAL Public Comment	GENERAL
1115	Caller 9495	RBM GENERAL Public Comment	GENERAL
1116	Caller 9496	RBM GENERAL Public Comment	GENERAL
1117	Caller 9497	RBM GENERAL Public Comment	GENERAL
1118	Caller 9498	RBM GENERAL Public Comment	GENERAL
1119	Caller 9499	RBM GENERAL Public Comment	GENERAL

Section 19. Fact Sheet

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2026 State Transportation Improvement Program (STIP) Fact Sheet for Los Angeles County

Executive Summary

The primary purpose of the Los Angeles County RTIP is to help implement Metro's 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The LRTP provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in Los Angeles County in the next 30 years. The funding plan and policies included in the LRTP help advance the long-range transportation plan for the six-county SCAG region envisioned in the RTP/SCS. For the 2026 RTIP, Los Angeles County's proposes amending existing projects; programming the new Planning, Programming, and Monitoring shares; and programming five new projects. The table below summarizes the 2026 RTIP for Los Angeles County.



2026 RTIP for Los Angeles County (\$000s)

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning, Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments		17,842	8,630	204,903			252,928
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
LA City Soto St. Complete Streets, Multnomah-Mission		2,100	15,082				17,182
Subtotal Amendments	9,432	19,520	15,082				46,134
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning, Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		10,840			204,667	2,862	218,369
NET NEW PROGRAMMING		10,840			204,667	2,862	218,369

Benefits

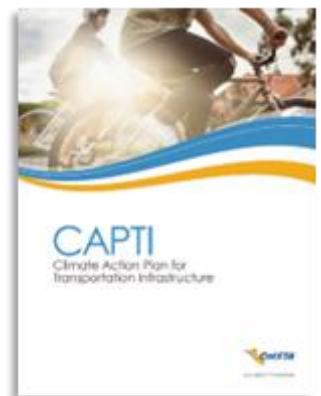
The RTIP for Los Angeles County contributes to SCAG region-level benefits to travel time savings and reliability; cost savings in vehicle operations, accidents, and emissions; journey quality, safety; health; and emissions reductions. The SCAG region will see benefits outweigh costs at a ratio of 3.1. This analysis does not include some projects, such as Metro's bus acquisition projects. Metro's bus fleet accounts for 80 percent of its total energy consumption per year. Reducing criteria air pollutant emissions is critical to protecting public health and reducing air pollution. Metro has already begun to transition to a ZEB fleet. As part of this initiative, the proposed projects not only increase the operating life of existing buses but also reduce emissions. Metro estimates saving \$24.2 million in tail pipe emissions because of these projects.

Goals and Objectives

Alignment with regional goals and objectives. The 2026 RTIP is modally balanced to advance the RTP/SCS Core Vision of maintaining and better managing the existing transportation network while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The four Priority Areas identified in the LRTP: *Better Transit*, *Less Congestion*, *Complete Streets*, and *Access to Opportunity* align with RTP/SCS strategies to advance the Core Vision. Embedded in all Priority Areas are equity and sustainability, which are outlined in Metro's [Equity Plan](#) and [Moving Beyond Sustainability Plan](#). The table below indicates the Priority Areas supported by each project.

	2026 RTIP Status	Better Transit	Less Congestion	Complete Streets	Access to Opportunity
Ford Boulevard Traffic Corridor Improvement Project (N-S)	Carryover		●	●	●
Buses, 100 ZEBs #3	Carryover	●		●	●
Multimodal Mobility Improvements (SR 138 Segment 4)	Carryover		●	●	●
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	Carryover	●	●		●
Valley Blvd Multi-Modal/Safety Improvements, Segment 1	Amend		●	●	●
LA City Soto St. Complete Streets, Multnomah-Mission	Amend		●	●	●
Buses, 21 ZEBs #4	New	●		●	●
Buses, 7 ZEB Chargers	New	●		●	●
Eastside Transit Corridor Phase 2A	New	●	●		●
Marengo Mobility Hub at LA General Medical Center	New		●	●	●
Eagle Rock Boulevard Multi-Modal Transportation Improvements	New		●	●	●
Planning, Programming, & Monitoring	New	●	●	●	●

Alignment with state goals and objectives. Although adopted shortly before the Climate Action Plan for Transportation Infrastructure (CAPTI), the Metro LRTP is closely aligned with CAPTI in the holistic approach to investing in sustainable, equitable, and healthy modes of transportation to meet communities' diverse mobility needs. Metro's five new projects for the 2026 RTIP, as well as existing transit and complete streets projects are compliant with many of CAPTI's guiding principles: invest in networks of safe and accessible bicycle and pedestrian infrastructure, invest in ZEV infrastructure, reduce public health and economic harms and maximize community benefits, make safety improvements to reduce fatalities and severe injuries, and promote projects that do not significantly increase passenger vehicle travel. The RTIP includes local road improvements that may make it easier to make automobile trips. The LRTP includes investments like these as one of many strategies to achieve less congestion. These projects also align with CAPTI which acknowledges that many road expansion projects were conceived in the past, not all road expansion projects serve the same purpose or have the same results, and context such as multimodal-inclusive design and rural vs. urbanized settings matter.



Metro is not providing the following optional sections:

Section 20. Documentation on Coordination with Caltrans District (Optional)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)