

Welcome!

We will begin in a few moments.

LA River Path Project Update Public Meetings
September 30 & October 02, 2025



Interpretation | House Keeping



Via Zoom

- Click on the “Interpretation” icon
- Pick the language you would like to listen to (Spanish translation)

Today’s meeting is being recorded



Attendee cameras are off, and microphones are muted.



During the meeting, questions and comments can be submitted using the Q&A icon



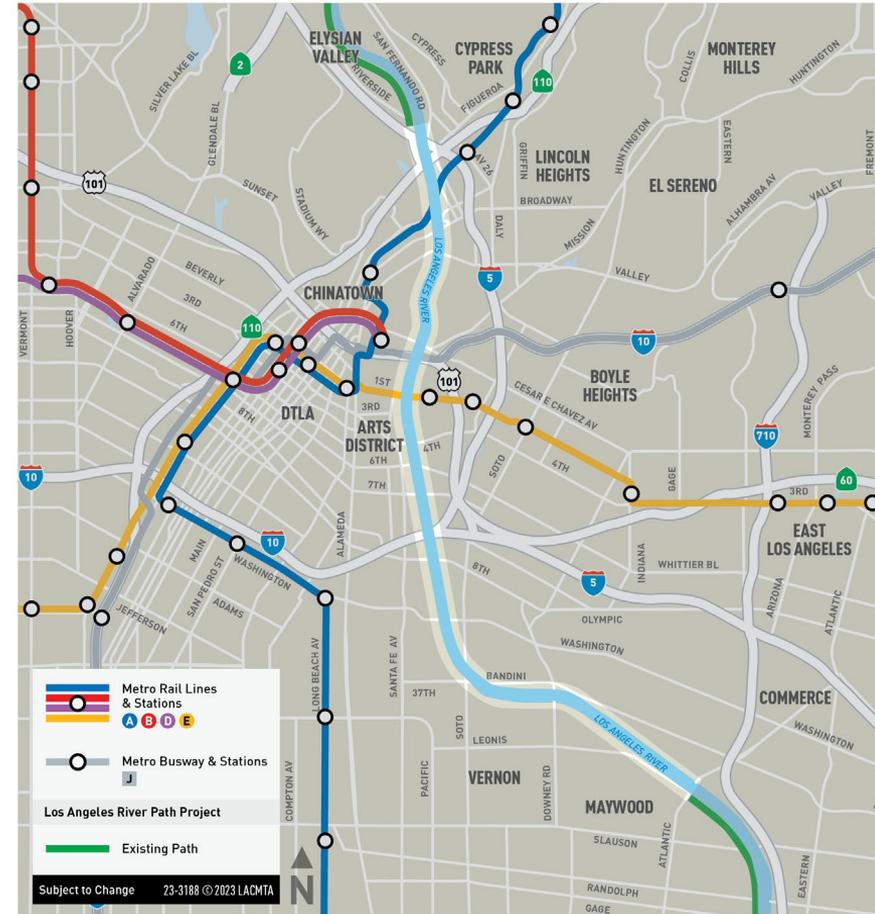
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Agenda

➤ General Announcements

➤ Project Update

- ✓ Project Background
- ✓ What We Heard
- ✓ Project Alternatives and Features
- ✓ California Environmental Process
- ✓ Project Preliminary Cost Estimates
- ✓ Next Steps



Code of Conduct | Central Los Angeles Updates

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please

- Respect the format of the meeting and use the Q+A function to ask questions
- Treat fellow community members, agency representatives, Metro staff, and others with respect



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Know Your Rights as an Immigrant

- All immigrants, regardless of status, are entitled to basic rights and protections under the law. Understanding these rights is the first step toward safety, empowerment, and accessing essential resources.
- Key Support Services Available:
 - ✓ Free or low-cost legal services
 - ✓ Language-accessible assistance
 - ✓ Resources for navigating immigration issues
 - ✓ Protection from fraud, discrimination, and abuse

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**AS AN IMMIGRANT,
YOU HAVE RIGHTS!**

Get support, legal services and protections.

**COMO INMIGRANTE,
¡USTED TIENE DERECHOS!**

Obtenga apoyo, servicios legales y protecciones.

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Today's Presenters



MITALI GUPTA

*Senior Manager,
Countywide Planning,
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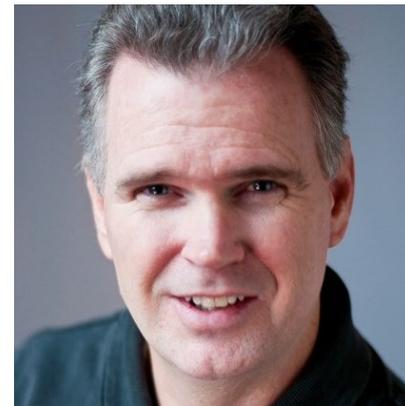
MARY KOHAV

*Manager,
Community Relations
LA Metro*



KHRISTIAN DECASTRO

*Principal Transportation
Planner
Countywide Planning,
LA Metro*



MATTHEW FRANCK

*Environmental Lead
Jacobs Engineering*





Next stop: a more connected bike path.

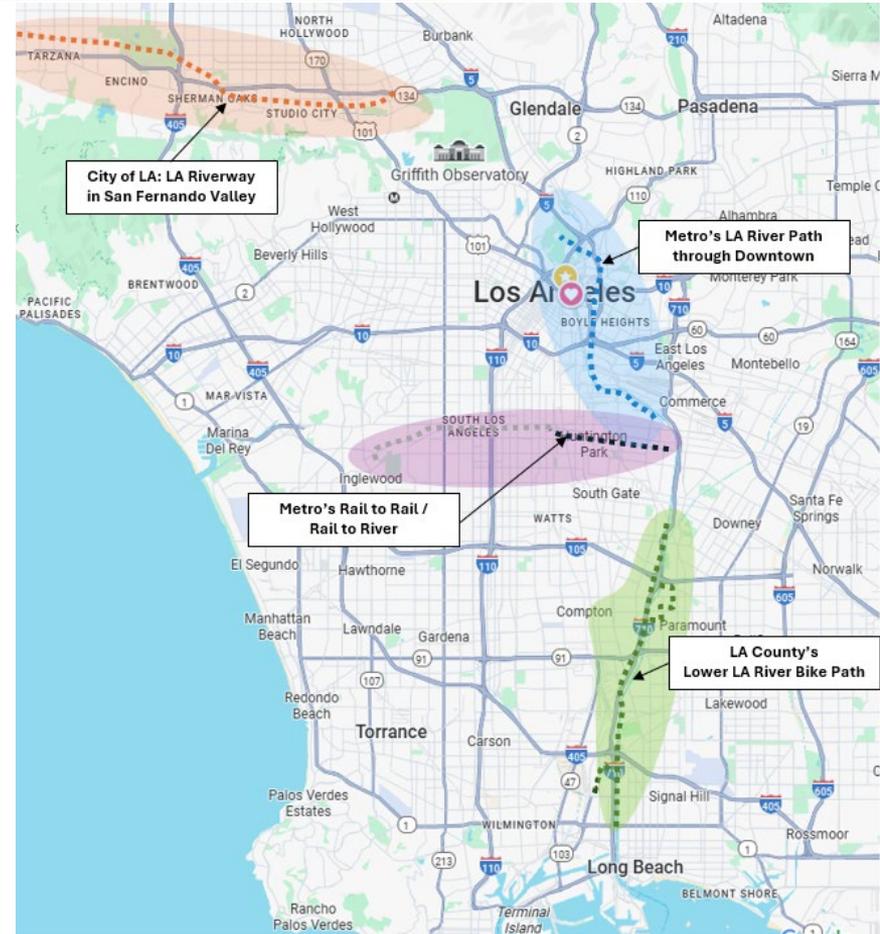
LA RIVER PATH PROJECT



Project Background

Bike Paths and LA River

- First segment of a bike path was constructed in 1977 (LA River/Rio Hondo Trail – 20+ miles)
- In 2016, Measure M envisioned closing the 8-mile gap Measure M allocated \$365M (2015\$) for Design, Environmental Clearance, and Construction
- County of Los Angeles adopted 2022 LA River Master Plan which proposed to have one maintenance agency for the entire river path
- Identification of agency to construct, operate and maintain will need to be determined before project is approved. Metro will not be the operator or maintainer of the project considering the limited Metro property ownership and the lack of jurisdiction over the regional bicycle network.



Project Objectives



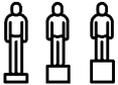
SAFETY: Improving safety for pedestrians and bicyclists



ACCESS: Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities



EFFICIENT & SUSTAINABLE: Reducing Vehicle Miles Traveled (VMT) by allowing people to walk and bicycle on a dedicated, vehicle separated path through and within LA County



EQUITY: Improving access to opportunity for under-invested communities

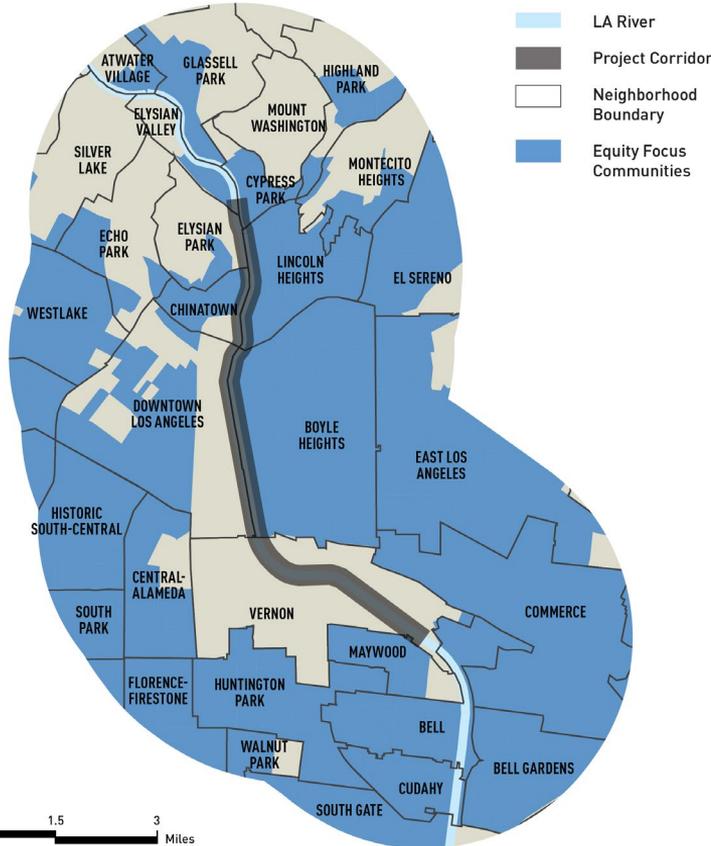


USER EXPERIENCE: Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities



HEALTH: Creating a path that meets the needs of both recreational and utilitarian users

Who would use the LA River Path?



Within the LA River Path project corridor:

76,000 

people live within walking distance of the Los Angeles River (1/2 mile)

OF THE **1 MILLION** 

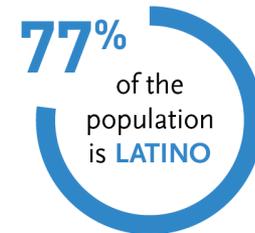
people who live within biking distance of the Los Angeles River (3 miles)

17% of working-age people **WALK, BIKE, or TAKE TRANSIT**

Median household income is

\$61,000

23% live in **POVERTY**



Key Destinations along the LA River Path



2 LA State Historic Park / Chinatown



5 Union Station / DTLA



7 Sixth St. Bridge / Arts District



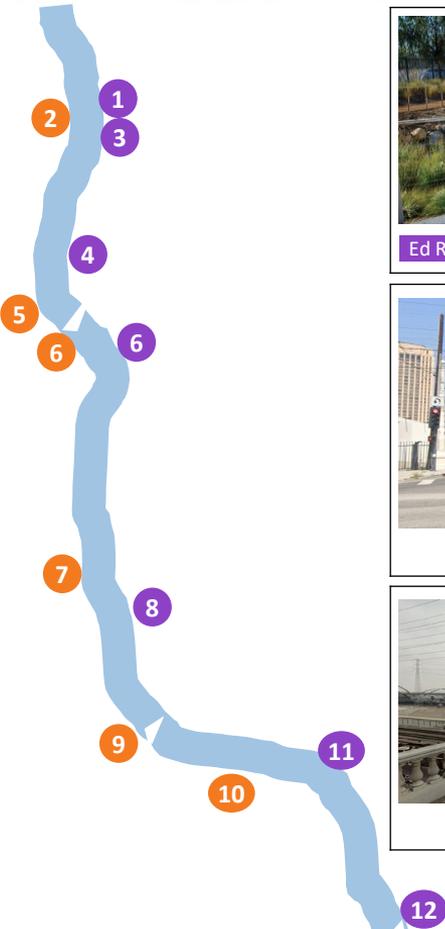
9 Washington Blvd. / Boyle Heights



10 Bandini-Soto Triangle / Vernon



12 Atlantic Blvd. (new) / Vernon



1 Ed Reyes Greenway/Lincoln Heights



3 Albion Park / Lincoln Heights



4 Mission/Chavez / DTLA



6 First Street / Boyle Heights



8 Seventh St. / Boyle Heights



11 Downey Rd. / Vernon



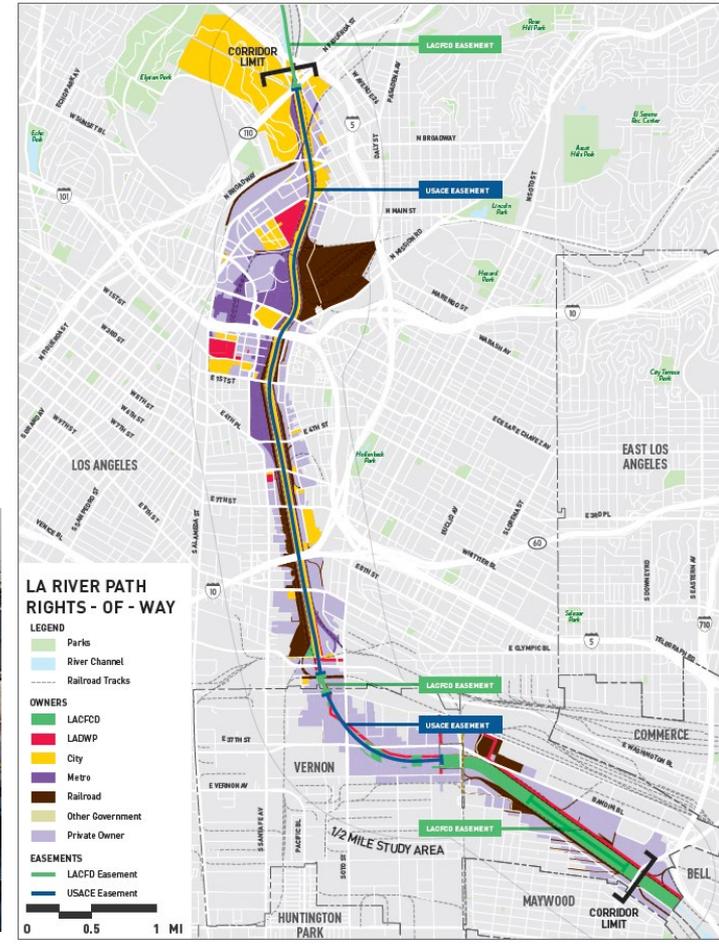
Existing Conditions

- Utility Towers and Power Lines (LADWP)
- Active Freight (BNSF/UP) and Passenger Rail (Amtrak/Metrolink)
- Total of 30 Bridges (10 Historic; 3 Potentially Historic)



Existing Condition: Right of Way

- Property Ownership
 - ✓ Metro: **<1%**
 - ✓ City of Los Angeles, including LADWP: **45%**
 - ✓ County of Los Angeles: **35%**
 - ✓ Private (mostly in Vernon): **19%**
- Flood Control – Hydraulic Requirements
 - ✓ US Army Corps of Engineers (USACE)
 - ✓ LA County Flood Control District (LAFCD)



Engagement with the Communities

When did we connect last? And what is coming up?

➤ 2021 Public Meeting – November:

- ✓ 2 Public Meetings about **Project Objectives, Design Features, Access**

➤ 2022 September - October:

- ✓ 2 Public Meetings with **Community Visual Design Preferences Survey** (917 Surveys completed)

➤ 2023-2024:

- ✓ 25 Popup Events and Community Events to **raise project awareness**
- ✓ Targeted Engagements for **focused project discussion**

➤ 2025 Planned Outreach:

- ✓ Public Noticing, Draft EIR Hearings, Interactive learning through project website



Recurring Comments from Post-Scoping (Dec 2019) to Date

- Access and Connectivity
- Safety and Security
- Air Quality
- Wayfinding
- Project support regardless of alternatives



What We Heard

2021 Virtual Community Meeting: Project-Related Input

- 2 most important objectives:
 - ✓ Efficient & Sustainable
 - ✓ User Experience
- 2 most important design features:
 - ✓ Lighting
 - ✓ Shade Structures
- 4 most important accesses to destination
 - ✓ Union Station
 - ✓ LA State Historic Park
 - ✓ First Street Bridge
 - ✓ Sixth Street Tunnel



2022 Virtual Community Meeting: Visual Preference Survey

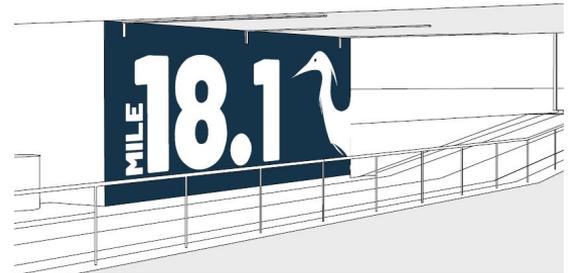
- Railing with more visibility
- Surface and wall treatments with color
- Larger wayfinding signs



Example of **surface and wall treatment with color**



Example of **railing with more visibility**



Example of **larger wayfinding signs**

Project Alternatives and Features

Project Features

ACCESS POINTS

- Where users can enter or exit the LA River Path, connecting them to nearby neighborhoods
- May include amenities like wayfinding, seating, and landscaping



PATH TYPES

- 3 Path Types
 - Elevated
 - Incised
 - Top of Bank

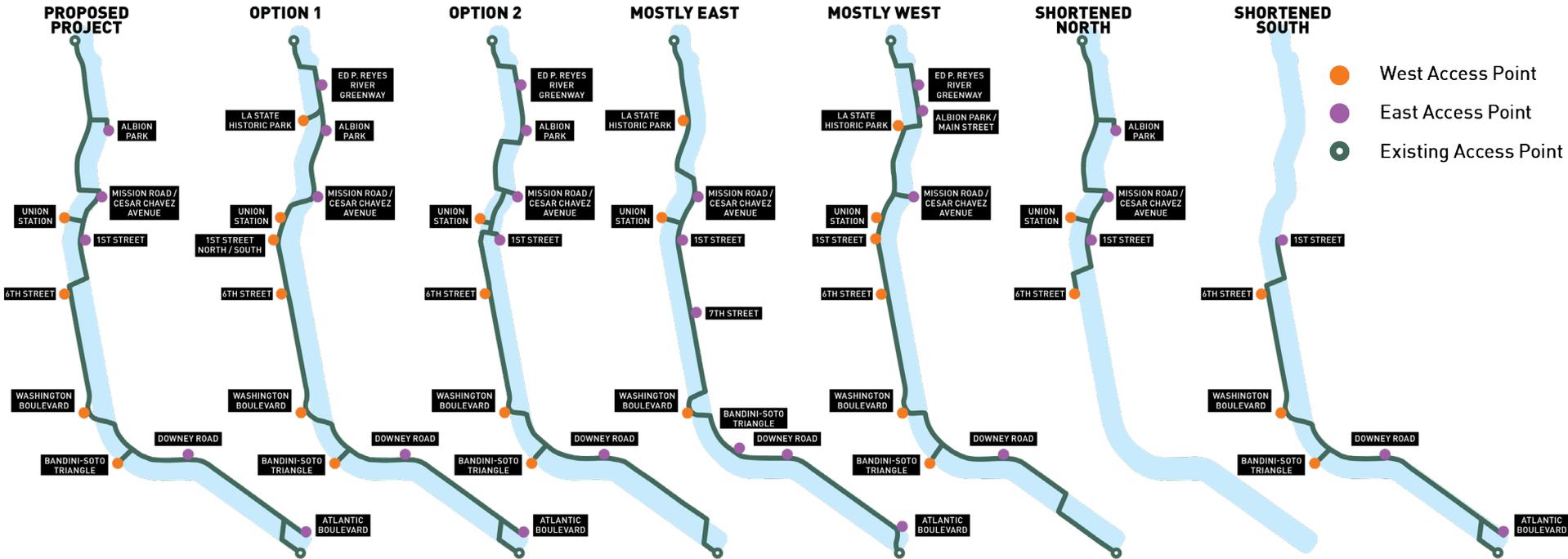


BIKE-PED BRIDGES

- 2 Bridge Types
 - Multi-span
 - Single-span



Alternatives Considered in the Draft EIR



- West Access Point
- East Access Point
- Existing Access Point



For presentation purposes – NOT TO SCALE
 For context: the Option 1 is the closest to the Measure M-assumed design

Comparison of Alternatives Considered in the Draft EIR

PROPOSED PROJECT	OPTION 1	OPTION 2	MOSTLY EAST	MOSTLY WEST	SHORTENED NORTH*	SHORTENED SOUTH*
Closes 8-mile gap (Riverside Dr. to Atlantic Blvd.)					Closes 3.2-mile from North (Riverside Dr. to 6 th St.)	Closes 5-mile from South (1 st St. to Atlantic Blvd.)
7 New Bridges	6 New Bridges	7 New Bridges	5 New Bridges	6 New Bridges	4 New Bridges	4 New Bridges
9 New Access Points <i>5 on East Bank</i> <i>4 on West Bank</i>	11 New Access Points <i>5 on East Bank</i> <i>6 on West Bank</i>	9 New Access Points <i>5 on East Bank</i> <i>4 on West Bank</i>	9 New Access Points <i>6 on East Bank</i> <i>3 on West Bank</i>	10 New Access Points <i>4 on East Bank</i> <i>6 on West Bank</i>	5 New Access Points <i>3 on East Bank</i> <i>2 on West Bank</i>	6 New Access Points <i>3 on East Bank</i> <i>3 on West Bank</i>
Elevated: 46% Incised: 26% Top of Bank: 28%	Elevated: 56% Incised: 35% Top of Bank: 9%	Elevated: 47% Incised: 34% Top of Bank: 19%	Elevated: 47% Incised: 28% Top of Bank: 24%	Elevated: 35% Incised: 48% Top of Bank: 17%	Elevated: 16% Incised: 28% Top of Bank: 2%	Elevated: 29% Incised: 20% Top of Bank: 24%
Benefit to Community: HIGH			Benefit to Community: MEDIUM		Benefit to Community: LOW	

Notes:

*Shortened North and Shortened South Alternatives are partial segments of the Proposed Project. The Percentage of Path Typology is expressed as % of the entire 8 miles to provide consistency in comparison of Path Typology Distribution between the Alternatives.



California Environmental Process

What is a Environmental Impact Report and why is it important?

It's a formal study, required under the California Environmental Quality Act (CEQA), that:

- Analyzes the significant environmental impacts of each alternative
- Evaluates the impacts of each alternative on 18 environmental resources
- Identifies ways to reduce or “mitigate” significant impacts where feasible
- Provides an opportunity for the public to review and weigh in before Metro moves forward

Why does the Project matter to Metro?

- Provides safe alternative mode of transportation, especially for those who solely rely on public transportation
- Expand equitable access to jobs, housing, schools, and healthcare, by providing transportation infrastructure, especially to underinvested communities



Environmental Process: Draft EIR

➤ Draft EIR Findings

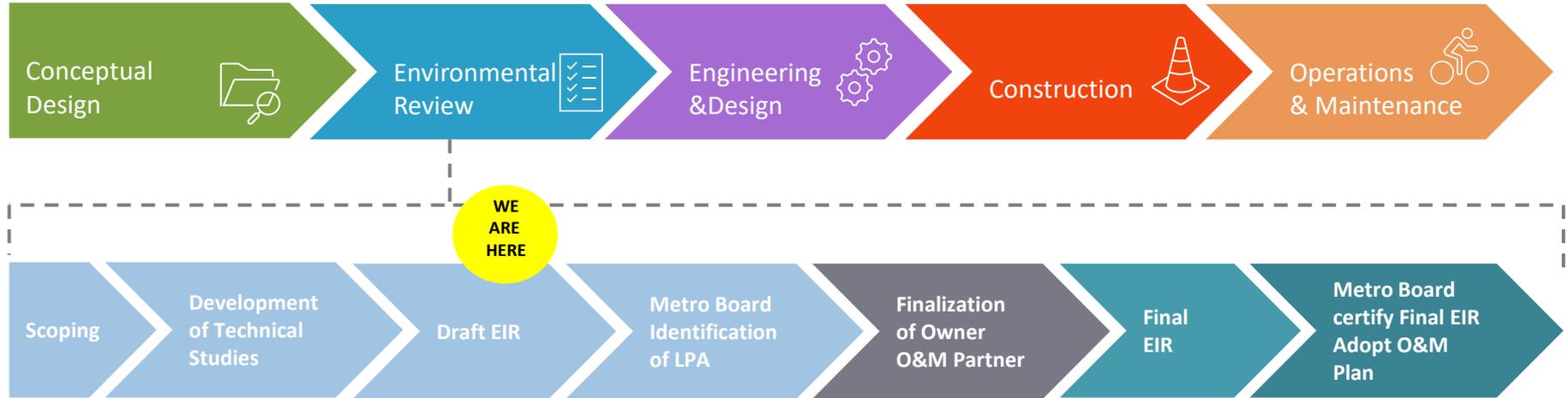
- ✓ No Long-Term environmental impacts
- ✓ Temporary construction impacts



Aesthetics	Air Quality	Biological Resource *
Cultural Resources *	Energy	Geology
Green House Gas	Hazardous Material *	Hydrology / Water Quality *
Land Use	Noise / Vibration	Population / Housing
Public Service / Safety	Recreation	Transportation
Tribal Cultural *	Utilities	Wildfire

Resources where construction impacts can be mitigated are indicated with *
Resources with Significant and Unavoidable construction impacts are **Bolded in Blue.**

Environmental Process



- Metro has prepared Draft EIR for all alternatives consistent with California Environmental Quality Act (CEQA)
- The release of the Draft EIR will be followed by Public Review Period (45-Days) and Public Hearings (4)
- After public review of Draft EIR, Metro Board will consider identifying a Locally Preferred Alternative (LPA)
- Concurrently, Metro will seek to Finalize the Owner, Operation and Maintenance (O&M) Agency for the Project
- With identified O&M agency, Metro will complete Final EIR for Board certification and adoption of O&M plan



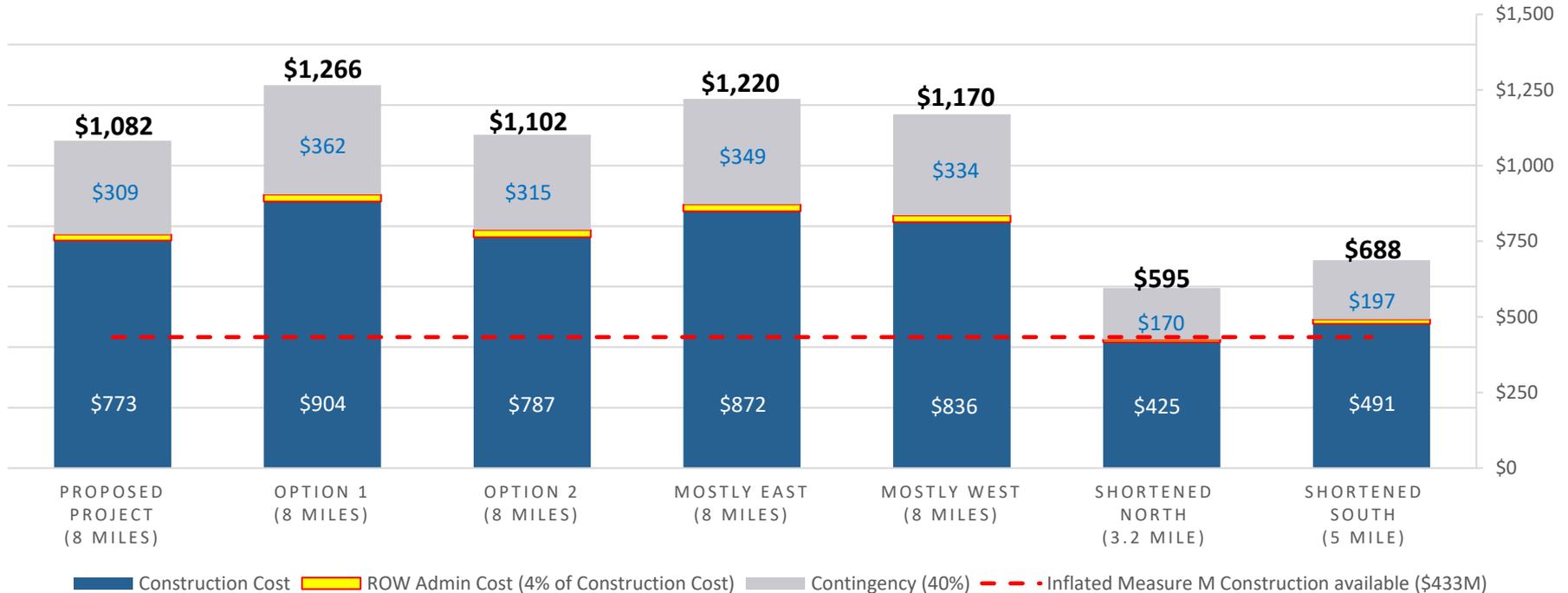
Project Preliminary Cost Estimates

Preliminary Capital Cost Assumptions

- Estimates based on 15% Advanced Conceptual Engineering (ACE) designs analyzed in the DEIR
- Assumes that public rights of way (ROW) needed for this project will be provided at no cost to the Project
- Cost components:
 - ✓ Construction: Materials, labor, and professional services
 - ✓ Contingency: ~40% of construction costs based on project risks
 - ✓ Escalation: 4.2% annually from FY26 to FY29
 - ✓ ROW Administration: 4% of construction costs for real estate administrative costs (e.g., admin/legal fees, TCEs)

Preliminary Cost Estimates for 7 Draft EIR Alternatives

CAPITAL COST ESTIMATES (IN MILLION - 2025\$)



Note: Cost based on 15% design; includes 40% contingency and no public ROW costs to the Project, no escalation
 Shortened paths are shortened Proposed Project
 Option 1 is closest to Measure M-assumed design

Major Cost Drivers: From Measure M to the Draft EIR

Measure M Project: LA River Waterway and Bike Path - Elysian Valley to Maywood

Constructs eight-mile bike path along the LA River connecting the Elysian Valley to the City of Maywood through downtown Los Angeles. The measure will complete the LA River Bike Path between Long Beach and the Sepulveda Basin in the San Fernando Valley.

MEASURE M (2015\$):

(Based on 2016 Feasibility Study)

- ✓ Less than 5% Design
- ✓ Path on one side of the LA River
- ✓ 12 foot path width (minimal elevated structures)

CONCEPTUAL DESIGN (2019\$):

- ✓ 5% Design
- ✓ Path on both sides of river
- ✓ Addition of bike/ped only new bridges
- ✓ 16-20 foot path width
- ✓ 50%-66% on structure

Draft EIR (2025\$):

- ✓ 15% Design
- ✓ Same as **CONCEPTUAL DESIGN** plus
- ✓ Design refinements, and in response to community feedback and comments from Agency Stakeholders (LADWP, USACE)
- ✓ ~9.1-10.1 miles: 46%-56% on structure

COST ESTIMATES (using Proposed Project as example)

CONSTRUCTION COST *

\$290 M

\$346 M

\$773 M

CONTINGENCY

\$75 M
(~26%)

\$97 M
(~28%)

\$309 M
(~40%)

TOTAL COST

\$365 M

\$443 M

\$1,082 M



Potential Cost Mitigation and Funding Strategies

- Propose a project delivery approach based on funding availability
- Value engineer for cost savings while meeting project purpose and need
- Seek economies of scope and streamlined delivery strategies with partnering agencies
- Identify additional funding sources
 - ✓ State Active Transportation Program (next cycle FY28-FY31)
 - ✓ Local Partnership (next cycle (FY28-FY29))

Next Steps



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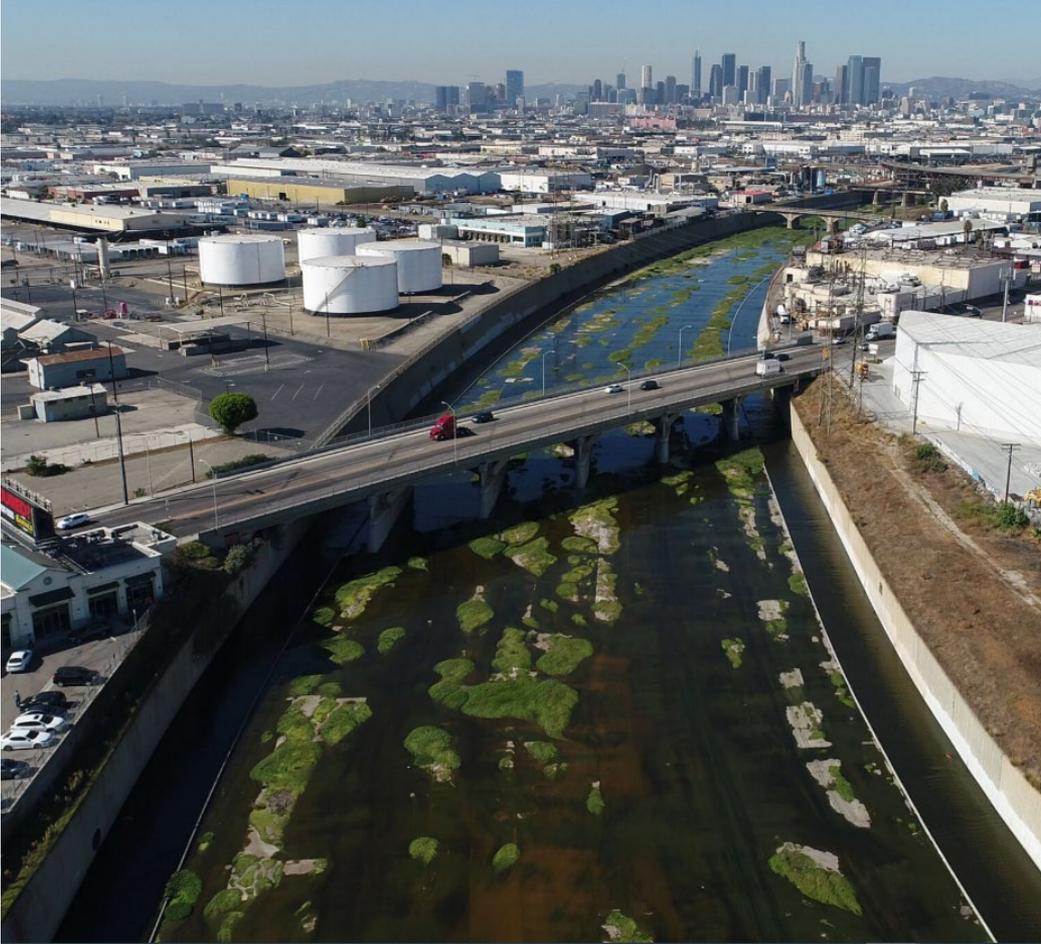
What's coming up?

- Release of Draft EIR in Fall 2025
 - ✓ 45-Day Public Review Period
 - ✓ 4 Public Hearings during weekdays and weekend (both in-person and virtual)

- Develop Locally Preferred Alternative (LPA) for Metro Board's Consideration
 - ✓ Develop a Phasing Plan to determine initial segments to be constructed
 - ✓ Identify agency partners to construct, operate and maintain the completed project
 - ✓ Negotiate and Adopt Operation and Maintenance (O&M) agreement with partnering agency stakeholders



Thank you!



Questions?



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