FTIP ID# *(required)* LATP21MPO104

TCWG Consideration Date: April 21, 2026

Project Description *(clearly describe project):*

The City of Los Angeles (City/Los Angeles), in cooperation with the California Department of Transportation (Caltrans), proposes to provide safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major Los Angeles County Metropolitan Transportation Authority (LA Metro) planned transit projects along a 3.25-mile corridor of Sepulveda Boulevard and 0.5-mile corridor of Brand Boulevard via the Mission Mile Sepulveda Project [Active Transportation Program (ATP) Cycle 5] (project). Since the Project Approval and Environmental Document phase in 2024, the project area limits have expanded. The project is located entirely in the San Fernando Valley neighborhoods of North Hills East and Mission Hills in the City of Los Angeles, Los Angeles County (see **Figure 1, Regional Location** and **Figure 2, Project Location**). The project area limits are completely within the public right of way (ROW) along Sepulveda Boulevard between Rayen Street and Rinaldi Street, and along Brand Boulevard between Sepulveda Boulevard and Memory Park Avenue. The project is broken into five segments, which are delineated based on variations between the existing conditions in each area of Sepulveda Boulevard, and proposed ATP improvements: 1) Sepulveda Boulevard South Segment, from Rayen Street to Devonshire Street; 2) Sepulveda Boulevard Central Segment, from Devonshire Street to Brand Boulevard; 3) Sepulveda Boulevard North Segment, from Brand Boulevard to Rinaldi Street; 4) Brand Boulevard Slip Lane Closure, Brand Boulevard at Sepulveda Boulevard; and 5) Brand Boulevard, from Sepulveda Boulevard to Memory Park Avenue, including a signalized crosswalk on San Fernando Mission Boulevard.

The project will result in the transformation of Sepulveda Boulevard to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor (specific improvements to each segment are described in further detail below). These treatments include reducing Sepulveda Boulevard to a 4-lane roadway from Rayen Street to Devonshire Street and from Devonshire Street to Chatsworth Street by widening the existing median and constructing a new two-way Class IV bikeway and meandering pedestrian pathway within the median. The project also includes reducing Sepulveda Boulevard to a 4-lane roadway through the Sepulveda Boulevard Undercrossing from Chatworth Street to the SR-118 westbound ramp intersection and constructing new Class II buffered bicycle lanes. From the SR-118 westbound ramp intersection to Rinaldi Street the project would include the reduction of Sepulveda Boulevard to a 4-lane roadway and construction of new Class IV protected bicycle lanes.

The project will include removing the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard and repurposing the area to create a new Brand Plaza community space. Improving sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards throughout the Sepulveda Boulevard corridor. On the south side of Brand Boulevard between Columbus Avenue and Memory Park Avenue a new sidewalk would be provided.

The project also includes modification of thirteen existing signalized intersections and the installation of new signals at the intersection of Sepulveda Boulevard and Bermuda Street. Five intersections, Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, Sepulveda Boulevard and San Jose Street, and Brand Boulevard and Memorial Park Avenue, would be modified with new High-Intensity Activated Crosswalk (HAWK) pedestrian signals. A mid-block location along Sepulveda Boulevard between Nordhoff Street and Tupper Street would also be modified with a new HAWK pedestrian signal. Finally, the existing mid-block pedestrian signal and crossing on San Fernando Mission Boulevard at the San Fernando Mission entrance would be modified to enhance safety and use for ADA compliance.

The project includes the addition of median and parkway trees and landscaping elements, and the construction of community paths, fencing, pedestrian lighting, wayfinding signage, and community gathering spaces within the new and improved median along Sepulveda Boulevard (in the South and Central Segments, from Rayen Street to Chatsworth Street). It also includes adding benches, pedestrian lighting, transit amenities, and improvements to existing street lighting systems.

Sepulveda Boulevard South Segment (from Rayen Street to Devonshire Street). The project would merge and expand existing medians to accommodate bike facilities and pedestrian improvements. Sepulveda Boulevard would be reduced to a 4-lane roadway and the existing median would be widened to include a new two-way Class IV bikeway and meandering pedestrian pathway. Four new HAWK pedestrian signals would be installed at the intersections of Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, and mid-block on Sepulveda Boulevard between Nordhoff Street and Tupper Street.

Sepulveda Boulevard Central Segment (from Devonshire Street to Brand Boulevard). The project would integrate a new pedestrian path and dedicated bike facility along the expanded median. Sepulveda Boulevard would be reduced to a 4-lane roadway from Devonshire Street to Chatsworth Street and a raised median would be constructed to include a new two-way Class IV bikeway and meandering pedestrian pathway. Sepulveda Boulevard, through the Undercrossing from Chatworth Street to SR-118 westbound ramp intersection, would be reduced to a 4-lane roadway and new Class II buffered bicycle lanes would be added. One new HAWK pedestrian signal would be installed at the intersection of Sepulveda Boulevard and San Jose St. Finally, new signals would be installed at Sepulveda Boulevard and Bermuda Street.

Sepulveda Boulevard North Segment (from Brand Boulevard to Rinaldi Street). The project would incorporate a dedicated bike facility on each side of the corridor. Sepulveda Boulevard would be reduced to a 4-lane roadway from SR-118 westbound ramp intersection to Rinaldi St and new Class IV protected bicycle lanes would be added.

Brand Boulevard Slip Lane Closure (Brand Boulevard at Sepulveda Boulevard). The project would close the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard and repurpose the area to create a new Brand Plaza community space. **Brand Boulevard (inclusive of a segment of San Fernando Mission Boulevard)**. The project would construct new sidewalks on the south side of Brand Boulevard between Columbus Ave and Memory Park Ave. At the intersection of Brand Boulevard and Memory Park Ave the project includes a new HAWK pedestrian signal, crossing construction of handicap curb access ramps, and modifications to the existing pedestrian signals. On San Fernando Mission Boulevard, the project would improve the existing mid-block signalized pedestrian crossing between Brand Park and the Mission San Fernando Rey de España by relocating the crosswalk.

The project is listed in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) FHWA/FTA-approved Amendment 25-15. The project location maps are included in Attachment A, Regional Location, Attachment B, Project Location , Attachment C, Segment 1, Attachment D, Segment 2, Attachment E, Segment 3, Attachment F, Segment 4, Attachment G, Segment 5, and Attachment H, Nearby Land Uses (figures in Attachments B, D, E, and G have been updated since March 26, 2024 submittal). The FTIP Project Listing is included as Attachment I (FTIP has been updated since March 26, 2024 submittal).

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street.

County	**Narrative Location/Route & Postmiles:** City of Los Angeles, CA. Sepulveda Boulevard Caltrans Projects – EA#: NA
Los Angeles	

Lead Agency: City of Los Angeles

Contact Person	**Phone#**	**Email**
Prashant Konareddy	213-887-1097	Prashant.konareddy@lacity.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2026

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	X	**Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2023	2024	N/A	2027
End	2024	2026	N/A	2029

**Please note: Programming dates and FTIP listing are in the process of being updated.*

Project Purpose and Need (Summary):

Project Purpose
The purpose of the proposed project is to enhance safety for all corridor users, increase use of active modes of transportation, enhance community spaces, and increase connectivity.

Sepulveda Boulevard between Rayen Street and Rinaldi Street experiences reduced operations, and the existing deficiencies have resulted in a high number of pedestrian and bicycle related collisions. Sepulveda Boulevard serves as a bypass route and access point for Interstate 405 (I-405) and State Route 118 (SR-118), which brings high-speed freeway traffic to the local community thus increasing cut-through congestion and driver behaviors that reduce safety for non-motorized users. The existing conditions of Sepulveda Boulevard prioritize vehicles. Sepulveda Boulevard's wide ROW, uncontrolled median openings, limited crossing points, missing bicycle facilities, and aged pedestrian infrastructure create barriers which make it difficult for non-motorized users to choose safe travel options. The lack of landscaping and community park space along the corridor also reduces appeal and creates heat islands due to the lack of shade.

Project Need
There are 28 schools and 16 disadvantaged communities that are located either completely or partially within a one-mile radius of the corridor, which rely on non-motorized options to access school, shopping, places of employment, and transit for commuting. The proposed improvements are needed to transform the way the community experiences the Sepulveda Boulevard and Brand Boulevard corridors, and to enhance safety in both corridors for children, seniors, and persons with disabilities that are most affected by these conditions.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Existing land uses located in the vicinity of the project site consist of a mix of single family residential, muti-family residential, commercial, industrial, public facilities and open spaces (See Attachment H).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening year (2029) No-Build and Build average annual daily traffic (AADT), % truck, vehicle miles traveled (VMT), and speeds for affected roadway segments are presented below. Under No-Build conditions, AADT ranges from approximately 12,500 to 37,000 with approximately 1 % in both medium heavy-duty (MHD) and heavy heavy-duty (HHD) trucks. VMT ranges from approximately 5,000 to 8,500. Under Build conditions, AADT ranges from approximately 12,500 to 34,500 with approximately 1 % in both MHD and HHD trucks. VMT ranges from approximately 5,000 to 7,000. Level of service (LOS) for opening year (2029) traffic conditions are discussed in the next section of this document.

Table 2. Summary of Opening Year (2029) No-Build and Build Traffic Conditions

Scenario/Analysis Year/Roadway Segment	Roadway Segment Location	AADT			Daily % MHD Truck	Daily % HHD Truck	Daily VMT (mi)	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
		Total	MHD Truck	HHD Truck					
No-Build Opening Year 2028									
Sepulveda Blvd	*Btwn Rayen St and Nordhoff St*	33,227	307	292	0.9%	0.9%	5,187	34.4	34.4
Sepulveda Blvd	*Btwn Plummer St and Lassen St*	26,207	201	191	0.8%	0.7%	7,768	34.7	34.8
Sepulveda Blvd	*Btwn Devonshire St and Chatsworth St*	37,279	276	296	0.7%	0.8%	8,474	34.6	34.5
Sepulveda Blvd	*Btwn San Fernando Mission Rd and I-405 NB Off-Ramp*	17,979	122	217	0.7%	1.2%	5,798	33.8	33.7
Brand Blvd	*Btwn Stranwood Ave and Memory Park Ave*	12,667	76	84	0.6%	0.7%	5,294	28.6	28.7
Build Opening Year 2028									
Sepulveda Blvd	*Btwn Rayen St and Nordhoff St*	31,184	288	272	0.9%	0.9%	4,564	32.5	32.3
Sepulveda Blvd	*Btwn Plummer St and Lassen St*	23,351	180	164	0.8%	0.7%	6,043	33.5	33.5
Sepulveda Blvd	*Btwn Devonshire St and Chatsworth St*	34,624	252	257	0.7%	0.7%	6,926	33.2	32.9
Sepulveda Blvd	*Btwn San Fernando Mission Rd and I-405 NB Off-Ramp*	17,015	118	200	0.7%	1.2%	4,800	33.0	32.7
Brand Blvd	*Btwn Stranwood Ave and Memory Park Ave*	12,333	74	81	0.6%	0.7%	4,963	28.4	28.4

Note: Traffic data is based on opening year 2028 opening year conditions. Previously analyzed opening year 2028 traffic conditions are considered representative of opening year 2029 traffic conditions. No revisions to the traffic analysis is required (Kimley Horn 2026).

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Design year (2045) No-Build and Build AADT, % truck, VMT, and speeds for affected roadway segments are presented below. Under No-Build conditions, AADT ranges from approximately 16,000 to 40,500 with approximately 1 % in MHD and 1 % to 2 % HHD trucks. VMT ranges from approximately 5,500 to 9,500. Under Build conditions, AADT ranges from approximately 14,000 to 27,500 with approximately 1 % in MHD and 1 % to 3 % HHD trucks. VMT ranges from approximately 5,000 to 7,000. LOS for design year (2045) traffic conditions are discussed in the next section of this document.

Table 3. Summary of Design Year (2045) No-Build and Build Traffic Conditions

Scenario/Analysis Year/Roadway Segment	Roadway Segment Location	AADT			Daily % MHD Truck	Daily % HHD Truck	Daily VMT (mi)	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
		Total	MHD Truck	HHD Truck					
No-Build Design Year 2045									
Sepulveda Blvd	*Btwn Rayen St and Nordhoff St*	37,511	388	414	1.0%	1.1%	5,725	34.7	34.6
Sepulveda Blvd	*Btwn Plummer St and Lassen St*	28,875	261	283	0.9%	1.0%	8,425	34.8	34.7
Sepulveda Blvd	*Btwn Devonshire St and Chatsworth St*	40,630	367	459	0.9%	1.1%	9,270	34.4	34.5
Sepulveda Blvd	*Btwn San Fernando Mission Rd and I-405 NB Off-Ramp*	21,469	214	497	1.0%	2.3%	7,298	33.8	33.6
Brand Blvd	*Btwn Stranwood Ave and Memory Park Ave*	15,774	96	111	0.6%	0.7%	6,571	28.6	28.9
Build Design Year 2045									
Sepulveda Blvd	*Btwn Rayen St and Nordhoff St*	27,294	296	314	1.1%	1.1%	4,064	29.4	29.2
Sepulveda Blvd	*Btwn Plummer St and Lassen St*	14,597	157	149	1.1%	1.0%	3,826	29.9	29.6
Sepulveda Blvd	*Btwn Devonshire St and Chatsworth St*	27,355	244	262	0.9%	1.0%	5,140	29.4	29.5
Sepulveda Blvd	*Btwn San Fernando Mission Rd and I-405 NB Off-Ramp*	16,651	196	410	1.2%	2.5%	4,638	31.7	31.2
Brand Blvd	*Btwn Stranwood Ave and Memory Park Ave*	14,105	87	97	0.6%	0.7%	5,690	28.3	28.3

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed project is a bicycle and pedestrian facilities project. Intersection LOS and vehicle delay for opening year ((2029) conditions are noted below.

Table 4. Summary of Opening Year (2029) No-Build Intersection Conditions

Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	Volume		Vehicle Delay (sec/veh)		Intersection LOS	
		AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
No-Build Opening Year 2028							
Sepulveda Blvd and Parthenia St	Signalized	3,924	5,448	24.4	28.8	C	C
Sepulveda Blvd and Rayen St	Signalized	2,902	3,090	>100	>100	F	F
Sepulveda Blvd and Nordhoff St	Singalized	4,726	4,890	62.2	46.2	E	D
Sepulveda Blvd and Tupper St	Signalized	2,689	2,709	14.9	6	B	A
Seplveda Blvd and Plummer St	Signalized	4,480	4,446	49.1	50.3	D	D
Seplveda Blvd and Superior St	Unsignalized	2,039	2,344	76.7	71.2	F	F
Sepulveda Blvd and Lassen St	Signalized	4,128	3,950	30.4	22.8	C	C
Sepulveda Blvd and Mayall St	Unsignalized	2,240	2,575	>100	>100	F	F
Sepulveda Blvd and Romar St	Unsignalized	2,103	2,425	15.4	15.8	C	C
Sepulveda Blvd and Lemarsh St	Unsignalized	2,247	2,544	96	68.9	F	F
Sepulveda Blvd and Tuba St	Unsignalized	2,226	2,559	16	17.6	C	C
Sepulveda Blvd and Devonshire St	Signalized	4,563	5,053	80.8	85.1	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,599	2,968	>100	>100	F	F
Sepulveda Blvd and Chatsworth St	Signalized	4,412	4,846	69.5	>100	E	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,182	3,820	13.4	16.9	B	B
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,879	3,342	19.5	16.1	B	B
Sepulveda Blvd and Bermuda St	Unsignalized	2,047	2,579	59.2	>100	F	F
Sepulveda Blvd and Brand Blvd	Signalized	2,305	2,824	11.3	11.4	B	B
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,923	3,918	23.3	72.7	C	E
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,288	1,824	16.3	34.9	C	D
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,191	1,755	12.6	16.4	B	C
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,566	2,020	12.9	4.4	B	A
Sepulveda Blvd and Rinaldi St	Signalized	3,897	3,903	40	51.9	D	D

Note: Traffic data is based on opening year 2028 opening year conditions. Previously analyzed opening year 2028 traffic conditions are considered representative of opening year 2029 traffic conditions. No revisions to the traffic analysis is required (Kimley Horn 2026).

Table 5. Summary of Opening Year (2029) Build Intersection Conditions

Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	Volume		Vehicle Delay (sec/veh)		Intersection LOS	
		AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
Build Opening Year 2028							
Sepulveda Blvd and Parthenia St	Signalized	3,988	5,468	15.8	21	B	C
Sepulveda Blvd and Rayen St	Signalized	2,999	3,211	>100	>100	F	F
Sepulveda Blvd and Nordhoff St	Singalized	4,775	4,873	>100	>100	F	F
Sepulveda Blvd and Tupper St	Signalized	2,549	2,590	56.3	59.4	E	E
Seplveda Blvd and Plummer St	Signalized	4,356	4,338	>100	>100	F	F
Seplveda Blvd and Superior St	Unsignalized	2,104	2,280	15.3	16.2	C	C
Sepulveda Blvd and Lassen St	Signalized	4,299	4,068	>100	>100	F	F
Sepulveda Blvd and Mayall St	Unsignalized	2,369	2,682	16.5	20.4	C	C
Sepulveda Blvd and Romar St	Unsignalized	2,262	2,512	14.4	14.4	B	B
Sepulveda Blvd and Lemarsh St	Unsignalized	2,299	2,542	15	18.3	B	C
Sepulveda Blvd and Tuba St	Unsignalized	2,238	2,461	14.3	14.9	B	B
Sepulveda Blvd and Devonshire St	Signalized	4,600	4,980	>100	>100	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,490	2,768	20.4	19.3	C	C
Sepulveda Blvd and Chatsworth St	Signalized	4,329	4,732	>100	>100	F	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,103	3,735	19.7	23.2	B	C
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,801	3,251	25.1	22.1	C	C
Sepulveda Blvd and Bermuda St	Signalized	1,978	2,536	8	10.2	A	B
Sepulveda Blvd and Brand Blvd	Signalized	2,206	2,714	21.6	21.9	C	C
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,855	3,568	41.4	74.4	D	E
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,243	1,861	14.7	15.1	B	C
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,163	1,788	11.7	17.5	B	C
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,500	1,797	19	8.3	B	A
Sepulveda Blvd and Rinaldi St	Signalized	3,892	3,860	51.8	48.7	D	D

Note: Traffic data is based on opening year 2028 opening year conditions. Previously analyzed opening year 2028 traffic conditions are considered representative of opening year 2029 traffic conditions. No revisions to the traffic analysis is required (Kimley Horn 2026).

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The proposed project is a bicycle and pedestrian facilities project. Intersection LOS and vehicle delay for design year (2045) conditions are noted below.

Table 6. Summary of Design Year (2045) No-Build Intersection Conditions

Summary of Future Design Year (2045) No-Build Traffic Conditions.

Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	Volume		Vehicle Delay (sec/veh)		Intersection LOS	
		AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
Build Future Design Year 2048							
Sepulveda Blvd and Parthenia St	Signalized	4,411	6,176	30.2	32.4	C	C
Sepulveda Blvd and Rayen St	Signalized	3,106	3,196	42.4	30.7	D	C
Sepulveda Blvd and Nordhoff St	Singalized	5,177	5,359	76.9	64.5	E	E
Sepulveda Blvd and Tupper St	Signalized	2,974	3,062	16.7	11.6	B	B
Seplveda Blvd and Plummer St	Signalized	5,004	4,977	>100	65.5	F	E
Seplveda Blvd and Superior St	Unsignalized	2,272	2,551	>100	>100	F	F
Sepulveda Blvd and Lassen St	Signalized	4,622	4,454	40.4	36.8	D	D
Sepulveda Blvd and Mayall St	Unsignalized	2,614	2,808	>100	>100	F	F
Sepulveda Blvd and Romar St	Unsignalized	2,304	2,658	18.1	16.8	C	C
Sepulveda Blvd and Lemarsh St	Unsignalized	2,520	2,807	>100	>100	F	F
Sepulveda Blvd and Tuba St	Unsignalized	2,426	2,802	18.6	18.9	C	C
Sepulveda Blvd and Devonshire St	Signalized	5,311	6,018	>100	>100	F	F
Sepulveda Blvd and San Jose St	Unsignalized	2,814	3,243	>100	>100	F	F
Sepulveda Blvd and Chatsworth St	Signalized	4,783	5,079	64.9	>100	E	F
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,659	4,207	15.1	18.8	B	B
Sepulveda Blvd and SR-118 WB Ramps	Signalized	3,242	3,676	21.8	18.3	C	B
Sepulveda Blvd and Bermuda St	Unsignalized	2,277	2,724	56.9	>100	F	F
Sepulveda Blvd and Brand Blvd	Signalized	2,692	3,377	14.5	23.4	B	C
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	3,131	4,413	27.3	>100	C	F
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,549	2,041	29.9	50.2	D	F
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,376	1,978	14	31.4	B	D
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,882	2,893	17.4	6.9	B	A
Sepulveda Blvd and Rinaldi St	Signalized	5,304	5,457	>100	>100	F	F

Table 7. Summary of Design Year (2045) Build Intersection Conditions

Summary of Future Design Year (2045) Build Traffic Conditions.

Scenario/Analysis Year/Intersection	Signalized or Unsignalized?	Volume		Vehicle Delay (sec/veh)		Intersection LOS	
		AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr
Build Future Year 2048							
Sepulveda Blvd and Parthenia St	Signalized	4,741	6,283	31.3	47.1	C	D
Sepulveda Blvd and Rayen St	Signalized	2,659	2,802	79.6	65.1	E	E
Sepulveda Blvd and Nordhoff St	Singalized	4,678	4,568	>100	>100	F	F
Sepulveda Blvd and Tupper St	Signalized	1,884	1,961	40.2	39.7	D	D
Seplveda Blvd and Plummer St	Signalized	4,040	3,956	>100	>100	F	F
Seplveda Blvd and Superior St	Unsignalized	1,474	1,400	13.8	11.8	B	B
Sepulveda Blvd and Lassen St	Signalized	4,272	3,823	>100	>100	F	F
Sepulveda Blvd and Mayall St	Unsignalized	1,688	1,787	14.8	13.1	B	B
Sepulveda Blvd and Romar St	Unsignalized	1,658	1,706	13.1	12.1	B	B
Sepulveda Blvd and Lemarsh St	Unsignalized	1,580	1,666	13.1	12.6	B	B
Sepulveda Blvd and Tuba St	Unsignalized	1,539	1,526	12.4	12.1	B	B
Sepulveda Blvd and Devonshire St	Signalized	4,595	4,851	>100	>100	F	F
Sepulveda Blvd and San Jose St	Unsignalized	1,921	1,970	14.1	13.6	B	B
Sepulveda Blvd and Chatsworth St	Signalized	4,190	4,414	75	79	E	E
Sepulveda Blvd and SR-118 EB Ramps	Signalized	3,260	3,783	23.4	27.8	C	C
Sepulveda Blvd and SR-118 WB Ramps	Signalized	2,857	3,223	27.5	26.3	C	C
Sepulveda Blvd and Bermuda St	Signalized	1,938	2,510	9.8	14.6	A	B
Sepulveda Blvd and Brand Blvd	Signalized	2,707	3,315	27	22.7	C	C
Sepulveda Blvd and San Fernando Mission Blvd	Signalized	2,844	3,489	48.4	76.4	C	E
Sepulveda Blvd and Stranwood Ave (west)	Unsignalized	1,319	2,042	57.8	57.9	E	E
Sepulveda Blvd and Stranwood Ave (east)	Unsignalized	1,179	1,947	62.8	66.1	E	E
Sepulveda Blvd and I-405 NB Off-Ramp	Signalized	1,554	1,783	25.2	11.1	C	B
Sepulveda Blvd and Rinaldi St	Signalized	5,284	5,244	57.9	>100	E	F

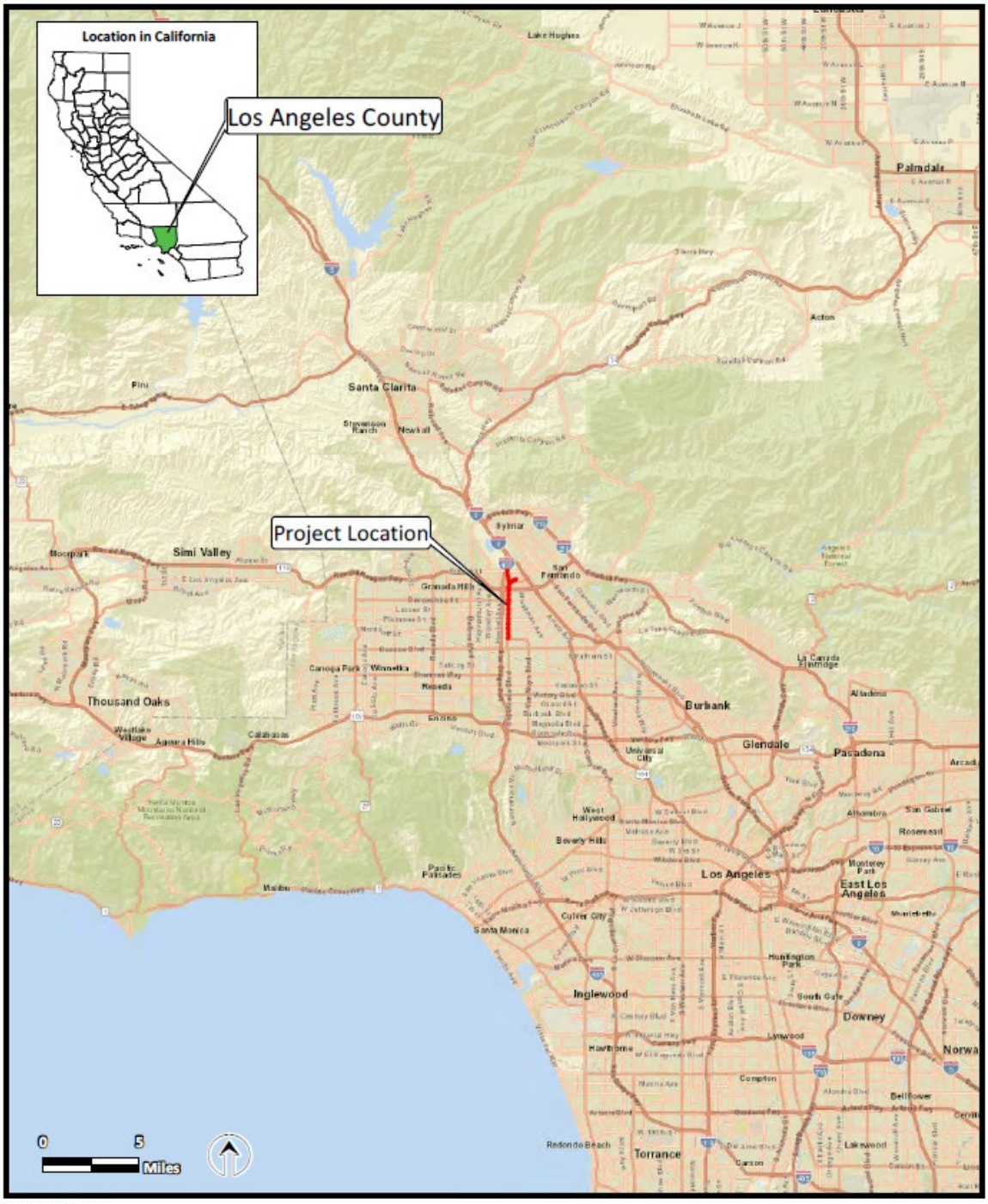
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed improvements are needed to transform the way the community experiences their corridor, and to enhance safety in the corridor for children, seniors, and persons with disabilities that are most affected by these conditions.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria:

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**
    - The project is not a new highway nor would the project result in a significant increase in the number of diesel vehicles.
2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
    - The project does not have a significant amount of diesel vehicles (1% to 3 %) and would not deteriorate LOS due to a significant increase in the number of diesel vehicles.
3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**
    - The project is *not* a new bus or rail terminal project.
4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
    - The project is *not* an expansion to an existing bus or rail terminal project.
5. **Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
    - The project is *not* located in an area identified in applicable PM attainment plans.

The proposed project would not affect a major highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT of which 8 percent or more is heavy-duty diesel truck traffic. For this reason and the reasons noted above, the project would not be considered a POAQC.

ATTACHMENT A. MISSION MILE SEPULVEDA PROJECT REGIONAL LOCATION

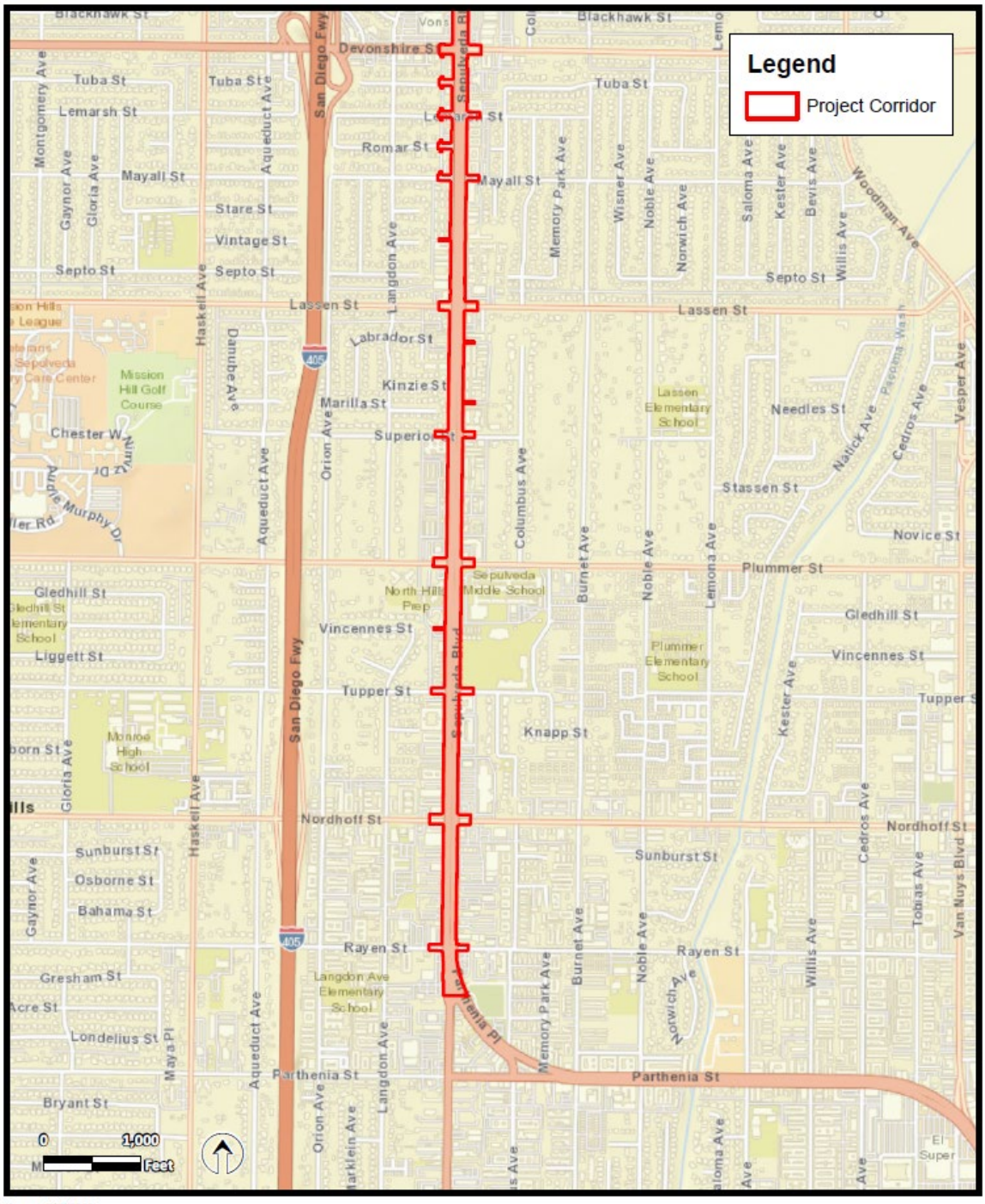


Source: ESRI 2023.

ATTACHMENT B. MISSION MILE SEPULVEDA PROJECT LOCATION

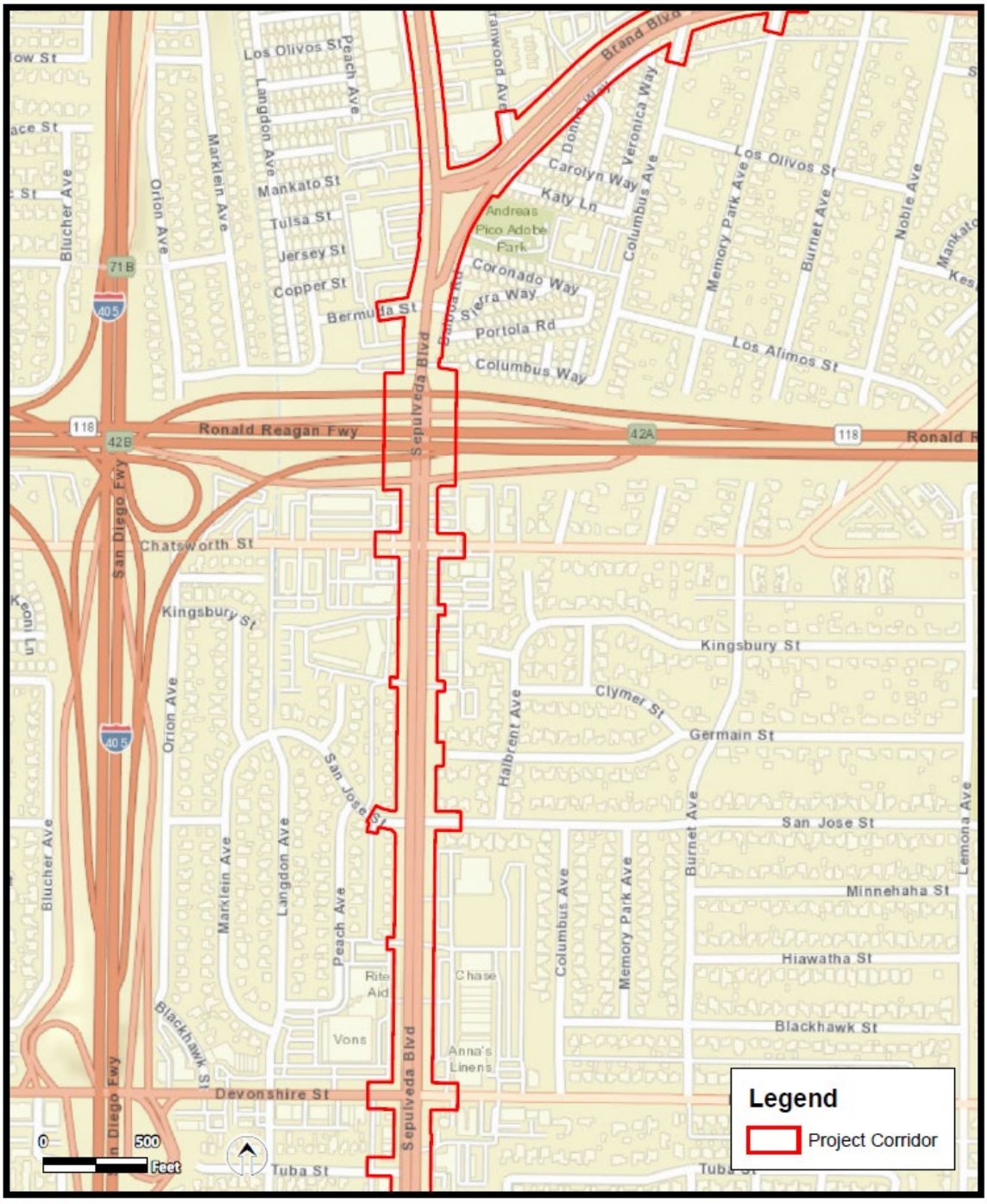
Source: ESRI 2025.

ATTACHMENT C. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 1)



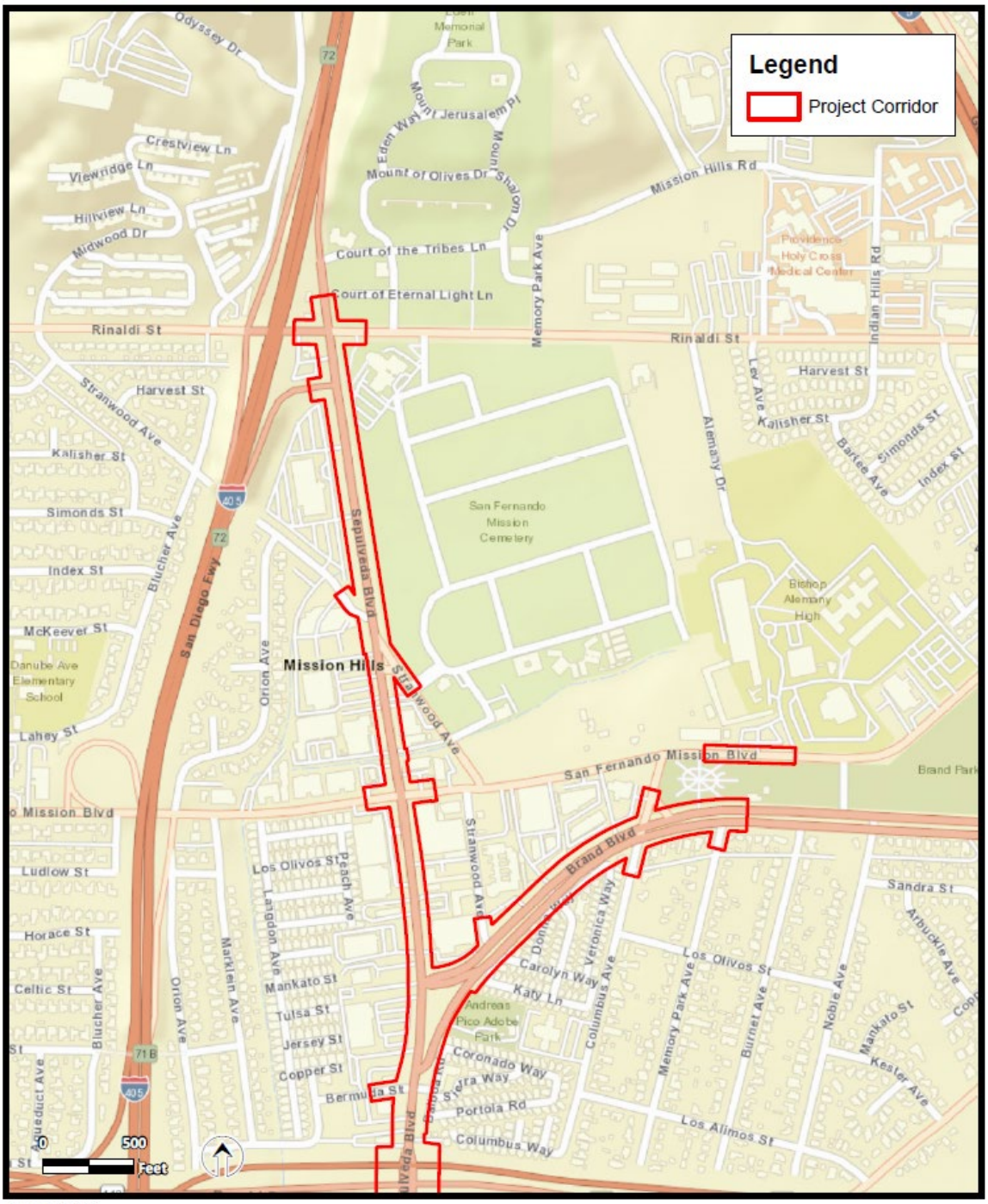
Source: ESRI 2023.

ATTACHMENT D. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 2)



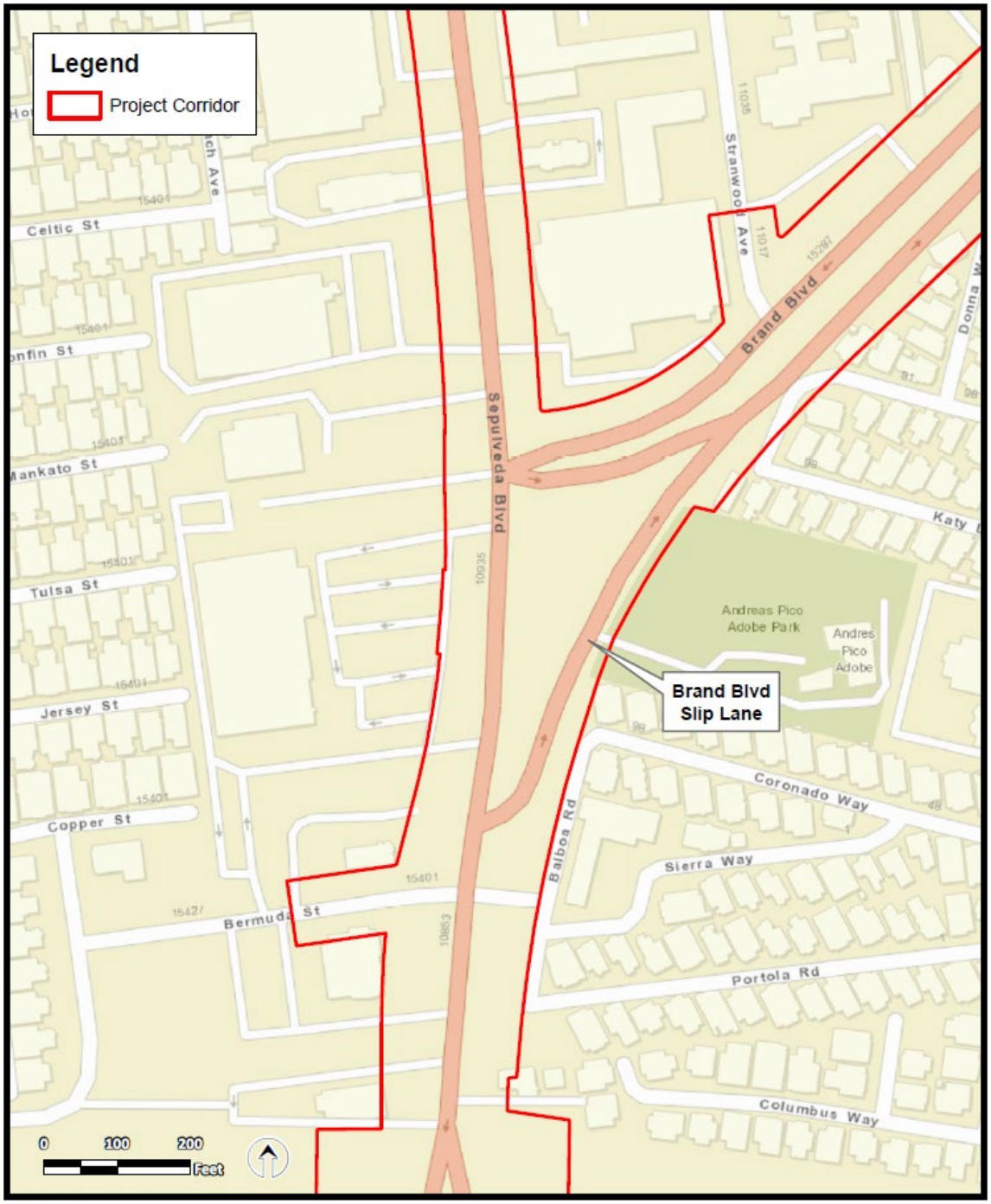
Source: ESRI 2023.

ATTACHMENT E. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 3)

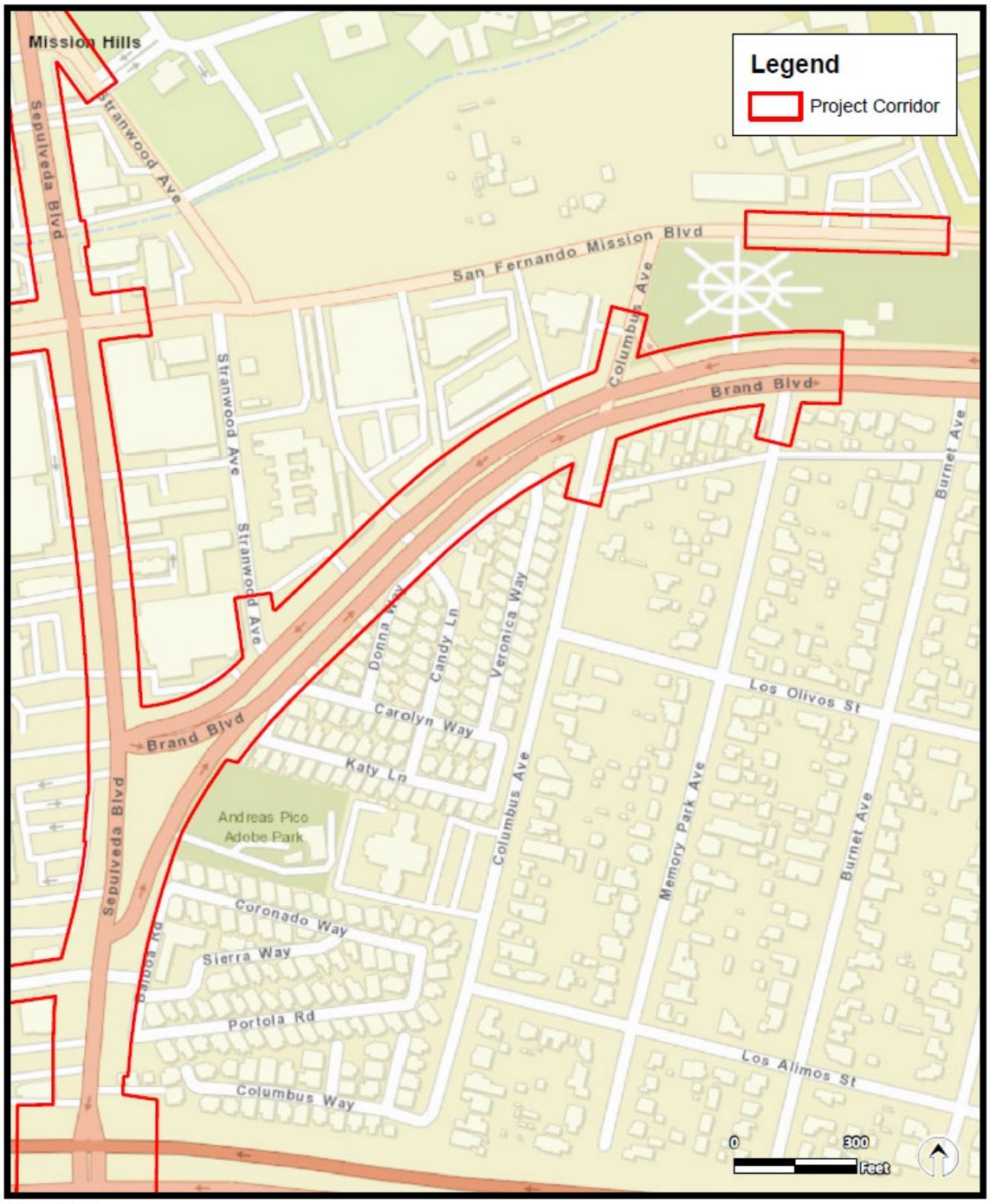


Source: ESRI 2023.

ATTACHMENT F. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 4)

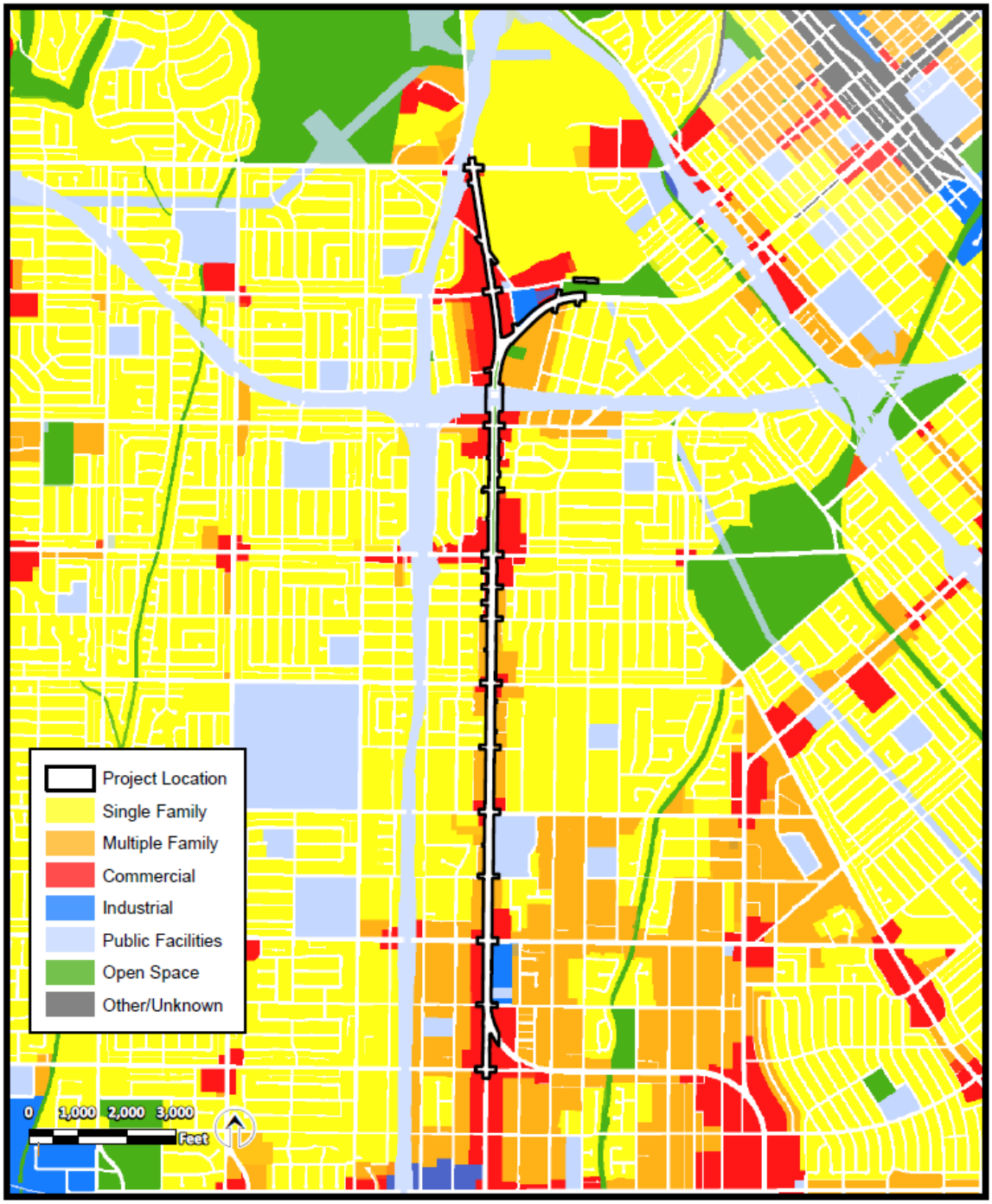


ATTACHMENT G. MISSION MILE SEPULVEDA PROJECT AREA (SEGMENT 5)



Source: ESRI 2023.

ATTACHMENT H. MISSION MILE SEPULVEDA PROJECT AREA NEARBY LAND USES



Source: City of Los Angeles 2018; Los Angeles County 2015.

ATTACHMENT I. FTIP PROJECT LISTING

2025 Federal Transportation Improvement Program
Los Angeles County
Local Highway - Project Listing
Including Amendments 1 - 17
(In $000`s)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - Active Transportation Program	$1,091	$0	$0	$0	$0	$0	$0	$0	$1,091
PE	CITY - City Funds	$121	$0	$0	$0	$0	$0	$0	$0	$121
CON	ATP - Active Transportation Program	$0	$4,939	$0	$0	$0	$0	$0	$0	$4,939
CON	CITY - City Funds	$0	$549	$0	$0	$0	$0	$0	$0	$549
TOTAL	TOTAL	$1,212	$5,488	$0	$0	$0	$0	$0	$0	$6,700

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP21F106	Los Angeles A, City of	Los Angeles	EXEMPT - 93.126	SCAB	$11,057	10M0702	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW			25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

SRTS. Berendo Middle and its 3 feeder elementary schools sit in one of the most densely-populated and severely disadvantaged areas of Los Angeles. To address high-speeds traffic, the SRTS Plan project scope includes pedestrian and cyclist improvements including curb extensions, traffic circles, pedestrian spaces, a raised crosswalk, pedestrian-activated flashing beacons, accessible pedestrian signals, ramps, speed humps, and new bicycle facilities. New bike lanes: Class III for 5,280 ft.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - Active Transportation Program	$1,776	$0	$0	$0	$0	$0	$0	$0	$1,776
PE	CITY - City Funds	$198	$0	$0	$0	$0	$0	$0	$0	$198
CON	ATP - Active Transportation Program	$0	$8,175	$0	$0	$0	$0	$0	$0	$8,175
CON	CITY - City Funds	$0	$908	$0	$0	$0	$0	$0	$0	$908
TOTAL	TOTAL	$1,974	$9,083	$0	$0	$0	$0	$0	$0	$11,057

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP21F107	Los Angeles A, City of	Los Angeles	NON-REPORTABLE TCM COMMITTED	SCAB	$6,832	10M0702	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE			25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

The SRTS Plan project scope includes improvements to enhance walking experience for students including accessible pedestrian signals, bike loop detectors, bus bulbs, curb extensions, signal timing adjustments, pedestrian scale lighting, bike boxes, bike paths, pedestrian-activated flashing beacons, pedestrian spaces, ramps, traffic control signage, sidewalks, street bollard removal, and traffic circles. New bike lanes: Class I for 854 ft., Class II for 3,700 ft., Class III for 12,172 ft.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - Active Transportation Program	$1,085	$0	$0	$0	$0	$0	$0	$0	$1,085
PE	CITY - City Funds	$121	$0	$0	$0	$0	$0	$0	$0	$121
CON	ATP - Active Transportation Program	$0	$5,064	$0	$0	$0	$0	$0	$0	$5,064
CON	CITY - City Funds	$0	$562	$0	$0	$0	$0	$0	$0	$562
TOTAL	TOTAL	$1,206	$5,626	$0	$0	$0	$0	$0	$0	$6,832

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP21MPO104	Los Angeles A, City of	Los Angeles	TCM Committed	SCAB	$53,900	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW			25-16

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
10/31/2025	N/A	N/A

DESCRIPTION

Implementation of Class I and Class IV bike facilities, pedestrian improvements, transit connections and traffic calming measures that improve safety for non-motorized road users. This includes approximately 13,000 feet of class I bike lanes and 7,000 feet of class IV bike lanes.

2025 Federal Transportation Improvement Program
Los Angeles County
Local Highway - Project Listing
Including Amendments 1 - 17
(In $000`s)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - MPO ST Cash	$4,958	$2,125	$0	$0	$0	$0	$0	$0	$7,083
PE	CITY - City Funds	$1,797	$30	$0	$0	$0	$0	$0	$0	$1,827
PE	STBG-R Surface Trans Blk Grant Regional	$4,000	$0	$0	$0	$0	$0	$0	$0	$4,000
CON	ATP - Active Transportation Program	$0	$32,587	$0	$0	$0	$0	$0	$0	$32,587
CON	CITY - City Funds	$0	$8,403	$0	$0	$0	$0	$0	$0	$8,403
TOTAL	TOTAL	$10,755	$43,145	$0	$0	$0	$0	$0	$0	$53,900

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP23MPO112	Los Angeles A, City of	Los Angeles	TCM Committed	SCAB	$37,725	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN26 - BICYCLE FACILITY-NEW	From 1st St to Olympic Blvd		25-01

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
11/01/2024	11/15/2024	12/20/2024

DESCRIPTION

Boyle Heights Community Connectivity Project. 5 mi. of bike and pedestrian improvements to increase safety and improve connectivity to network & key destinations for DAC residents in historic but under-resourced Boyle Heights. Class II: 1.43 mile; Class IV: 1.87 mile. New sidewalk: 0.98 mile.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - Active Transportation Program	$0	$0	$2,037	$0	$0	$0	$0	$0	$2,037
PE	ATP - ST Cash	$3,395	$0	$0	$0	$0	$0	$0	$0	$3,395
PE	CITY - City Funds	$605	$0	$363	$0	$0	$0	$0	$0	$968
ROW	ATP - Active Transportation Program	$0	$0	$849	$0	$0	$0	$0	$0	$849
ROW	CITY - City Funds	$0	$0	$151	$0	$0	$0	$0	$0	$151
CON	ATP - Active Transportation Program	$0	$0	$0	$25,738	$0	$0	$0	$0	$25,738
CON	CITY - City Funds	$0	$0	$0	$4,587	$0	$0	$0	$0	$4,587
TOTAL	TOTAL	$4,000	$0	$3,400	$30,325	$0	$0	$0	$0	$37,725

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP23MPO113	Los Angeles A, City of	Los Angeles	TCM	SCAB	$36,238	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW			25-01

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
11/01/2024	11/15/2024	12/20/2024

DESCRIPTION

SRTS Center City Schools Neighborhood Safety & Climate Resilience Project creates 5.9 miles of low-stress streets with pedestrian/bicycle improvements in the City's "heart" connecting DAC students/residents with schools, transit and local destinations. Construct new bike lanes: 3,168 ft of Class II, 8344 ft of Class IV, and 19,635 of Class III. Construct 131 ft. of new sidewalks and reconstruct/enhance 365 ft. of existing sidewalks.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ATP - Active Transportation Program	$1,099	$0	$4,395	$0	$0	$0	$0	$0	$5,494
PE	CITY - City Funds	$195	$0	$782	$0	$0	$0	$0	$0	$977
CON	ATP - Active Transportation Program	$0	$0	$0	$25,272	$0	$0	$0	$0	$25,272
CON	CITY - City Funds	$0	$0	$0	$4,495	$0	$0	$0	$0	$4,495
TOTAL	TOTAL	$1,294	$0	$5,177	$29,767	$0	$0	$0	$0	$36,238

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LATP23SF102	Los Angeles A, City of	Los Angeles	TCM Committed	SCAB	$49,832	7120004	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN26 - BICYCLE FACILITY-NEW	From San Fernando Rd to Foothill Blvd	NO	25-01

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
11/01/2024	11/15/2024	12/20/2024

DESCRIPTION

Osborne Street: Path to Park Access Project. Project will construct 3.3 miles of raised Class IV cycle track all on the public city street of Osborne St between San Fernando Bike Path and Foothill Blvd., ADA sidewalks, 2 PHB midblock Xings, 20 high-visibility crosswalks/ramps, 3 protected intersections, and a right-turn slip-lane closure located on northeast corner of Osborne St and Osborne Pl, plant 250 trees, and install 334 lights.