


CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: May 22, 2026

To: Street and Transportation Projects Oversight Committee (STPOC)

From: Marcelino Ascencio, PE, Senior Civil Engineer
Architectural Division, Bureau of Engineering 

Subject: **LARIVERWAY SAN FERNANDO VALLEY COMPLETION PROJECT —
VANALDEN AVE. TO BALBOA BLVD. (SEGMENTS 1 AND 2) — STATUS
UPDATE**

RECOMMENDATION

1. Receive and file this status update on the LARiverWay San Fernando Valley Completion Project, Vanalden Avenue to Balboa Boulevard (Segments 1 and 2).

I. Background

The San Fernando Valley contains approx. 19.5 miles of maintenance road along the Los Angeles (LA) River, from Owensmouth Avenue to Riverside Drive. The overall scope of the LARiverWay San Fernando Valley Completion Project is to design and construct approximately 13 miles of new bike path and greenway facilities along the LA River from Vanalden Avenue to Forest Lawn Drive, which complement projects that have already been built or are underway by leveraging existing infrastructure and closing critical gaps in the public transportation system. Currently, gaps are divided into nine planned delivery segments across Council Districts 2, 3, 4, and 6.

The minimum 12-foot-wide asphalt bicycle paths will be designed per the California Department of Transportation Highway Design Manual “Class I” standards (which allow for two-way, off-street bicycle use). The overall project design will be in accordance with Directive No. 7 (the 2015 Sustainable City pLAn), the 2007 LA River Revitalization Master Plan, the City’s 2010 Bicycle Plan, and the 2014 Los Angeles Department of Transportation (LADOT) Great Streets Strategic Plan. The County has also prioritized the LA River trail system in its 2022 LA River Master Plan (including its Landscaping Guidelines and Plant Palettes) and the 2012 Bicycle Master Plan. The City’s Community Planning Areas encourage LA River access and open space opportunities. Furthermore, the Community Plan Areas fully endorse the implementation of the City’s Bicycle Plan, which designates a bikeway along the LA River. The completion of the LA River trail system will improve regional livability by providing expanded active transportation options with new access to transit, homes, schools, jobs, nature, recreation and other community-serving amenities.

II. Project Scope

The Project will construct a 2.93-mile Class I bicycle path and parallel pedestrian path along the LA River channel between Vanalden Avenue and Balboa Boulevard, including retaining walls, fencing, lighting, drainage and bioswales, native landscaping, irrigation, wayfinding and interpretive elements, and approximately 240 new shade trees. The Project also includes a 0.5-mile Class IV protected bike lane on White Oak Avenue, four new mini traffic circles, six enhanced pedestrian crossings, a new traffic signal at Victory Boulevard/Vanalden Avenue, and approximately 1.8 miles of ADA sidewalk upgrades along connecting streets. The improvements will provide direct connections to the Metro G (Orange) Line Busway at Balboa/Victory and to the Sepulveda Basin Recreation Area, including the future 2028 Olympic Games Valley Sports Park.

The construction bid included necessary cost-saving alternatives for the five managed street crossings of at Wilbur, Reseda, Victory, Lindley, and White Oak—either grade-separated undercrossings if budget allowed or signalized at-grade crossings if savings were needed. The construction scope moving forward exercises the at-grade alternatives at all five locations. The grade-separated undercrossing at the Metro G (Orange) Line Busway is required and will be constructed. The underpass elements at the five managed street crossings remain fully permitted and designed and are reserved for a future construction phase when additional funding is identified. The adopted scope preserves the Project’s continuous 2.93-mile Class I alignment and its corridor-wide safety treatments. A key objective for the Project is to provide functional bicycle and pedestrian connectivity into the Sepulveda Basin in time for the 2028 Games; following the Games construction will continue to complete all Project scope.

III. Budget and Funding

Construction bids were received in the current dynamic regional cost environment, and bid prices arrived at greater levels than the secured project funding at the time of bid. The construction budget below is based on the lowest responsive and responsible bid, plus standard contingency and administration:

Project Construction Cost	Amount
Construction (lowest responsive bid)	\$83,992,654
Construction Contingency (10%)	\$8,399,265
Construction Administration (3.55%)	\$2,981,739
Total Construction Budget	\$95,373,658

The City’s and BOE’s recent work continuing to assemble funding has materially improved the funding picture: Metro’s Active Transportation (MAT) Cycle 2 awarded \$10 million; the Santa Monica Mountains Conservancy awarded \$3 million from Proposition 68; and the Mayor’s proposed Fiscal Year 2026-27 CTIEP budget includes an additional

\$10 million for the Project. With these recent and expected funding infusions, the Project can be safely and confidently awarded and begin construction. For out-year cash flow to close the remaining shortfall, the Bureau of Engineering, City leadership, and Metro are continuing discussions to identify the most effective funding approach from several options, including future-year CTIEP, support from other governmental entities and agencies, and additional loading of Measure M funding into the Project. Funding sources are summarized below.

Funding Source	Amount
<i>Secured Funding</i>	
Metro Measure M	\$24,000,000
CA Active Transportation Program (ATP) Cycle 4	\$18,590,000
Metro MAT Cycle 2	\$10,000,000
City of Los Angeles CTIEP (prior fiscal years)	\$12,290,000
City of Los Angeles Proposition K	\$566,459
Subtotal — Secured	\$65,446,459
<i>Recently Awarded Funding</i>	
Santa Monica Mountains Conservancy — Proposition 68	\$3,000,000
<i>Pending Funding</i>	
City of Los Angeles CTIEP (FY 26-27, proposed in Mayor's budget)	\$10,000,000
Metro Measure M (additional allocation, in discussion), or Future CTIEP, or other	\$16,000,000
Subtotal — Pending	\$26,000,000
Total — Secured, Awarded, and Pending	\$94,446,459
Remaining Gap	\$927,199

IV. Schedule

Major milestones for the Project:

- Bid solicitation released: December 2025
- Construction bids received: February 2026
- Construction contract award: Targeted for July 2026
- Construction start: August 2026
- Linear functional completion: Summer 2028
- Full completion: Fall 2029

V. Future Updates

The Bureau of Engineering expects to continue to offer periodic update reports to the STPOC as the Project shifts into construction and as the full and final funding stack is confirmed in this and coming fiscal years.

If you have any questions, please contact me at 213-485-4787 or by email at marcelino.ascensio@lacity.org

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