



Board Report

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PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 17, 2025

SUBJECT: 2025 SHORT RANGE TRANSPORTATION PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE 2025 Short Range Transportation Plan (Attachment A).

ISSUE

The 2025 Short Range Transportation Plan (2025 SRTP) is a 15-year financially constrained plan that provides an update to the progress made since the adoption of the [2020 Long Range Transportation Plan](https://www.metro.net/about/plans/long-range-transportation-plan/) (LRTP), to guide near and intermediate-term transportation investments in Los Angeles County (Attachment A). The SRTP presents a strategic roadmap to improve mobility, safety, and accessibility in Los Angeles County through targeted investments and initiatives approved by the Board.

The 2025 SRTP is presented in response to recent significant global, national, and regional challenges that threaten to impact Metro's ability to deliver the Board's priority projects and programs, including post-pandemic transition to remote work opportunities, evolving state and federal priorities, impact of tariffs and trade policies, and lower-than-forecasted sales tax receipts. The SRTP outlines these and other financial risks and regional transportation challenges and provides the groundwork for mitigation strategies, future Board policymaking decisions, the upcoming Measure M Decennial Review and the next LRTP.

BACKGROUND

In September 2020, the Metro Board adopted the 2020 LRTP, which is mandated by state and federal legislation. The 2020 LRTP is a financially constrained plan that identified and examined how Metro's future transportation investments can be leveraged to achieve maximum mobility benefits for all of Los Angeles County over the next 30 years.

The LRTP organized Metro's roles and responsibilities thematically into four priority areas: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. The themes were identified from a two-year outreach effort that included 20,000 survey responses, 38 public meetings, and engagement throughout the region including 77 community events and more.

As part of the adoption of the 2020 LRTP, the Board directed staff to develop the SRTP to address the uncertainty and financial risks created by the COVID-19 pandemic that negatively impact our ability to deliver on our mission. The SRTP identifies several risks, including rising inflation, higher labor and material costs, increased expenses related to maintaining an aging and expanding system, and new state-mandated requirements that continue to drive up both capital project costs and operating budgets. These factors are expected to remain significant influences moving forward.

DISCUSSION

The 2025 SRTP shares progress on projects, programs, and policies that support and advance the goals of the 2020 LRTP and identifies Metro commitments through the next 15 years to 2039. It also evaluates challenges and risks based on the current fiscal and financial outlook that threatens to impede the full delivery of the Metro program during this timeframe.

The plan is organized into the same four priority areas developed in the 2020 LRTP: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Since the 2020 LRTP adoption, Metro has made significant progress in advancing these four priority areas, all of which incorporate equity and sustainability. Notable achievements include the completion of the K Line and Regional Connector light rail projects, the opening of the LAX/Metro Transit Center, implementation of the NextGen Bus Plan and 70 lane-miles of bus priority lanes, expansion of SoCal 511, and the completion of the Rail to Rail active transportation corridor project. Additional accomplishments include the final environmental report for the Southeast Gateway Line, the Long Beach - East LA Corridor Mobility Investment Plan, the imminent opening of the A Line Extension to Pomona, D Line Section 1 (in late 2025), and creation of 182 affordable housing units via the Joint Development program.

The 2025 SRTP is expected to result in meaningful improvements to sustainable transportation and economic benefits in Los Angeles County. The 2025 SRTP will increase the percentage of households located within a 10-minute walk or roll of fixed guideway transit (light rail, heavy rail, and bus rapid). Countywide, the percentage of households accessible to all transit will increase by 6% (walk) and 13% (roll), which translates to over 260,000 households and 574,000 households, respectively. SRTP investments over the next 15 years are projected to increase daily transit trips by almost 30%, from 1.0 million to more than 1.3 million, when compared to future growth trends without the SRTP. Transit commute mode share is also projected to increase from under 11% to almost 13% by 2039. In terms of economic indicators, the SRTP investments are anticipated to increase gross regional product, which is a measure of economic performance of a region, by \$190 billion and create 1.74 million job-years over the 15-year period.

The Metro financial forecast underpinning this plan, referred to as the “October 2024 Short Range Financial Assumptions” (2024 SRFA), includes all Board-approved projects and programs, spending in the agencywide annual budget, and approved life-of-project budgets in a fiscally constrained financial plan for the 2025 SRTP. The 2024 SRFA addresses Metro’s funding needs over the 15-year term, based on assumed costs and projected future revenues as of October 2024.

The 2025 SRTP consists of operational and capital transportation investments over the next 15

years, including \$76.6 billion in transit operations and paratransit services, nearly \$60.5 billion in transit improvements, and \$50.1 billion in highway, streets, roads and active transportation improvements. Specific to the major capital projects included in the Measure R and M expenditure plans, the plan identifies \$52.5 billion in transit investment, \$11.4 billion in highway, ExpressLanes and multimodal corridor capital improvements and \$446 million in active transportation multiuse projects. The full list of projects is included as an attachment (Attachment B).

Under projections and assumptions as of October 2024, the 2024 SRFA indicates that the agency can meet its existing commitments. These include operating the bus transit system at today's level of service, addressing projected state of good repair needs, and delivering projects and programs identified in the Measure R and Measure M Expenditure Plans. In addition to external risks and pressures on the 2024 SRFA, every Board action-from selecting a Locally Preferred Alternative for a transit capital project, making fare policy, to prioritizing new projects or programs to be delivered-after October 2024 will alter these projections and affect Metro's ability to deliver on its commitments as presented in the 2025 SRTP. Successfully realizing the full delivery of the 2025 SRTP will depend on the agency's continued efforts to balance the annual operating budget, secure federal and state funding, mitigate financial risks, and manage capital project costs and schedules effectively.

Managing Financial Uncertainty: Current Challenges and Mitigation Tools

Since the development of the 2024 SRFA, external and internal challenges have emerged that, without intervention, will complicate the agency's ability to deliver planned projects and programs in full and on schedule.

Over the past 10 years, increases in construction prices have nearly doubled the consumer market inflation rate. As such, many projects are experiencing cost pressures as they progress through the planning and construction phases. Additional pressures include tariffs, labor shortages, supply chain disruptions, and evolving federal and state priorities.

While Metro is delivering the nation's most ambitious transit capital program fueled by Measures R and M revenues, we also are coming to terms with operating an aging, legacy rail system that will require extensive funding to maintain a state of good repair over the next 15 years. By 2039, Metro's A Line will be 49 years old, with most sections of the B, C, and D lines crossing the 40-year-old threshold. To maintain Metro's system safety culture, the agency will invest an increasing amount of limited operations-eligible funds to keep passengers safe and our aging transit system reliable, while also operating new service as it comes online.

If operating or capital costs exceed current assumptions or a reduction in sales tax receipts or grant funding occurs, the Board may need to consider adjustments to the agency's workplan, although it should be noted that Metro is committed to maintaining the current level of bus service in operation today. Despite these risks, the agency has prepared mitigation tools to provide information on how to potentially address funding gaps and schedule delays, while maintaining progress toward commitments.

Metro has established internal processes and frameworks to help mitigate the impacts of the risks mentioned above. These efforts include conducting ongoing program performance evaluations, identifying project risks early, and aligning budgets with strategic priorities. The Annual Program

Evaluation (APE), Early Intervention Team (EIT), Equitable Zero-Based Budget (EZBB), and the Metro Cost Benefit Analysis (CBA) are part of Metro's toolbox to help mitigate risks. In addition, Metro continues to explore adaptable strategies to keep projects moving forward. These strategies include project phasing approaches to manage costs and risks, innovative financing strategies to support project delivery, and a unique, once-a-decade limited funding opportunity through the Measure M Decennial Comprehensive Review.

EQUITY PLATFORM

The 2025 SRTP reinforces Metro's ongoing commitment to equity by prioritizing investments in transportation infrastructure, programs, and services that expand access to opportunity for all. The Equity Platform, the Metro definition of equity, and the Equity Focus Communities (EFCs) identification methodology and map are direct results from 2020 LRTP and are embedded by extension into the 2025 SRTP. The 2025 SRTP also incorporates the latest EFC data, which was updated in 2025 as part of the Define and Measure pillar.

The 2025 SRTP evaluated how the agency's projects and services impact the communities it serves, aligned with the Focus and Deliver pillar. This includes tracking progress on initiatives like the Joint Development program, which has completed over 2,300 of the 10,000 housing units committed by 2031. Another example includes the implementation of a modified fare restructuring plan, whose overall goal is to expand mobility and increase access to opportunity through an equitable fare structure. In addition, the Office of Equity and Race (OER), in collaboration with Countywide Planning & Development, identified draft Access to Opportunities metrics that will be operationalized across Metro in FY26-28. Finally, the development of the 2025 SRTP involved extensive interdepartmental collaboration and analysis, supporting the Train and Grow pillar.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. A VMT analysis for the 2025 SRTP was completed in April 2025. The results concluded that the 2025 SRTP, when fully implemented, would reduce VMT compared to the projected future trend without it. The 2025 SRTP supports Metro's systemwide strategy to reduce VMT by promoting transit ridership, ridesharing, and active transportation through targeting planning efforts. This aligns with Metro's Board-adopted VMT reduction targets, which builds on the success of existing investments.

**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 2025 SRTP includes and advances all five goals of Vision 2028. The 2025 SRTP is in line with the 2020 LRTP, which calls to “operationalize” its strategic plan initiatives.

NEXT STEPS

The Measure M Ordinance requires that a comprehensive assessment of each project and program listed in Attachment A of the Ordinance be conducted as a ten-year evaluation or review (“Measure M Decennial Review”). This will be a collaborative process involving various stakeholders and ongoing initiatives, including Metro’s cost-benefit analysis and methodology. The results of this SRTP will help inform the analysis of the comprehensive assessment. The LRTP will begin its update in 2028.

ATTACHMENTS

Attachment A - 2025 Short Range Transportation Plan

Attachment B - Transit, Highway, and Active Transportation Investment Tables

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ATTACHMENT A

2025 Short Range Transportation Plan

Document Available Online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20A%20-%202025%20Short%20Range%20Transportation%20Plan.pdf

SRTP TRANSIT, HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENT TABLES

TRANSIT INVESTMENT (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
RAIL PROJECTS		
LAX/Metro Transit Center	\$187	2025
A Line Extension to Pomona (LRT)	\$531	2025
D Line Subway Extension (HRT)		
Section 1 to Wilshire/La Cienega	\$268	2025
Section 2 to Century City	\$731	2026
Section 3 to Westwood/VA Hospital	\$1,665	2027
A Line Extension - Pomona to Montclair (LRT)	\$878	2029
East San Fernando Valley Light Rail Transit (LRT)	\$3,433	2031
K Line Extension to Torrance (LRT)	\$2,155	2034
E Line Eastside Extension Phase 2 IOS (LRT)	\$7,818	2034
Sepulveda Transit Corridor (Mode TBD)	\$8,211	2034
Southeast Gateway Line LPA (LRT)	\$7,814	2035
K Line Northern Extension (Alignment and Mode TBD)	\$124	2047
BUS PROJECTS		
North San Fernando Valley Transit Corridor Project	\$292	2026
North Hollywood to Pasadena Transit Corridor (BRT)	\$308	2027
G Line BRT Improvements	\$568	2027
Vermont Transit Corridor (BRT)	\$544	2028
REGIONAL RAIL		
Metrolink Operations Subsidy	\$2,295	2025-2039
Metrolink Antelope Valley Line Improvements	\$187	2025-2027
Link Union Station	\$782	2025-2029
OTHER MISCELLANEOUS PUBLIC TRANSPORTATION PROJECTS		
Access Services – Metro Operations Subsidy	\$3,018	2025-2039
Metro State of Good Repair	\$9,903	2025-2039
Metro Rail System Improvements	\$807	2025-2039
TOTAL	\$52,519	2025 - 2039

SRTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the SRTP. Final mode, alignments, and station locations to be confirmed during environmental processes.

HIGHWAY INVESTMENT (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
EXPRESSLANES		
I-105 ExpressLanes from I-405 to I-605	\$729	2027
I-10 ExpressLanes from I-605 to San Bernardino County	\$342	2029
Sepulveda Pass Transit Corridor (Ph 1 - ExpressLanes)	\$1,320	2029
I-405 ExpressLanes from I-10 to Orange County	\$1,594	2034
I-605 ExpressLanes from I-10 to Orange County	\$676	2035
GRADE SEPARATIONS		
Alameda Corridor-East Grade Separations	\$26	2025
Rosecrans-Marquardt Grade Separation	\$25	2025
Doran Street Grade Separation Improvements	\$65	2026
HIGHWAY IMPROVEMENTS		
SR-138 Capacity Enhancements	\$36	2025
I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County	\$66	2026
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd)	\$410	2026
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes	\$6	2027
I-110 South Bay Ramp and Interchange	\$366	2028
SR-57/SR-60 Interchange Improvements	\$272	2028
SR-71 Gap-I-10 to Rio Rancho Rd	\$336	2029
SR-138 Safety Improvements (remaining 7 segments)	\$96	2030
SR-14 Carpool Lane Avenue P-8 to Avenue L	\$120	2032
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co)	\$323	2038
I-605 Corridor “Hot Spots” Interchange Improvements	\$1,836	2039
I-5 South Corridor Improvements (I-605 to I-710)	\$733	2045
MULTIMODAL IMPROVEMENTS		
High Desert Multi-Purpose Corridor	\$326	2034
SR-710 North Mobility Improvements Plan	\$1,022	2035
I-710 South/Long Beach-East LA Corridor Mobility Improvements Plan	\$743	2039
TOTAL	\$11,468	2025 - 2039

SRTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the SRTP. Final alignments to be confirmed during environmental processes. HDMC is being developed as a rail transit project connecting CAHSR, Metrolink, and Brightline West HSR.

ACTIVE TRANSPORTATION CORRIDOR INVESTMENTS (FY 2025 – FY 2039)

PROJECT TYPE	FUNDING (\$M)	ESTIMATED OPEN YEAR
MULTI-USE BIKE AND PEDESTRIAN PROJECTS		
LA River Path – San Fernando Valley	\$38	2031
LA River Path – Central LA	\$408	2031
TOTAL	\$446	2031

SRTP project funding may not match with total project costs due to year of expenditure escalation and prior or prospective spending outside of the 15-year horizon of the SRTP. Final alignments to be confirmed during environmental processes.



2025 Short Range Transportation Plan (2025-2039)



Metro

PLANNING AND PROGRAMMING COMMITTEE

SEPTEMBER 17, 2025

SRTP in Context



RECEIVE AND FILE 2025 Short Range Transportation Plan



- > Provides an update on progress made since adoption of 2020 LRTP
 - > New policies, projects, and programs across the agency—putting people first
- > Presents a 15-year financially-constrained expenditure plan (Oct. '24 SRFA)
 - > Capital Program: 114 new miles of high-quality fixed route transit & 96 new heavy rail, light rail, and bus rapid transit stations. Projected to increase daily transit trips by 30%
 - > Operations and Maintenance: commitment to high quality of service that continues as system expands, maintain state of good repair, leave a legacy for future generations



- > External and internal factors present unprecedented risk to the plan
 - > Rising project costs, transit fiscal cliff, inflation, tariffs, shifting federal and state priorities, sales tax receipts – affects revenues, costs, and schedules
 - > Identifies mitigation strategies, major initiatives offering key decision points to the Board

Building on the 2020 LRTP

New Initiatives

(since 2020 LRTP)

- CX programs
- Safety initiatives
- Mega event planning

Successes

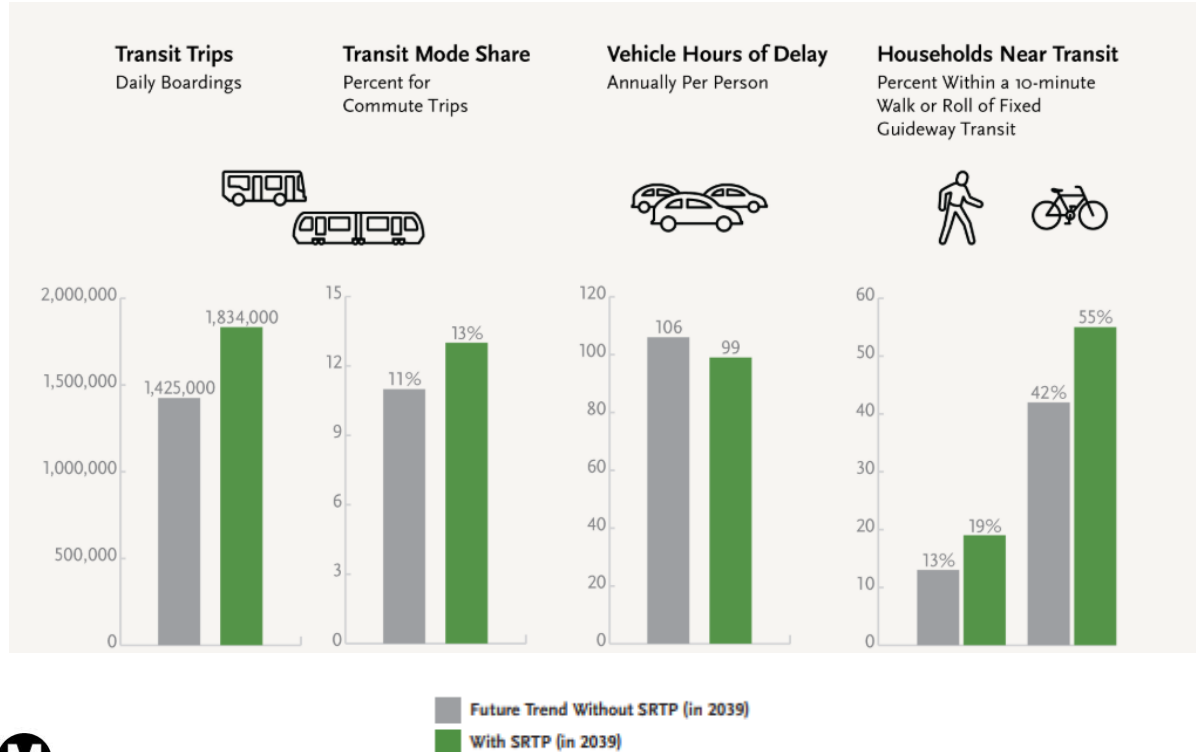
- Ridership recovery
- Project openings
- Customer satisfaction

Challenges

- Rising Cost of Construction
- Aging Transit Infrastructure
- Increasing Regulatory Requirements

S RTP Performance (2039 Horizon)

Mobility Indicators



Economic Indicators



Jobs* 1.74M

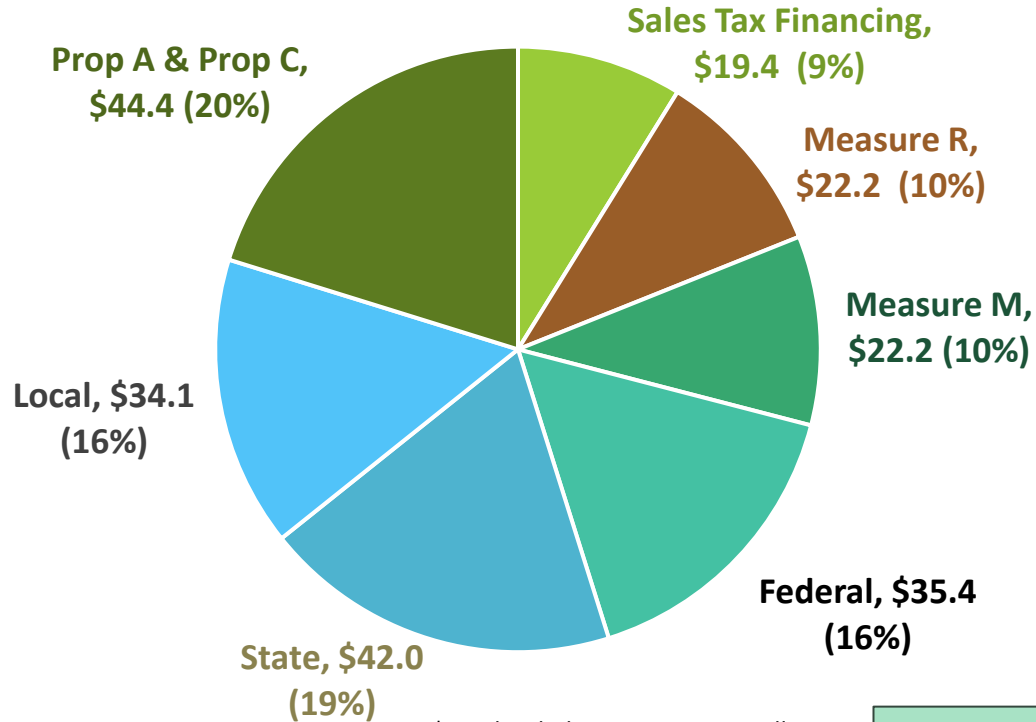
*Refers to job-years which is defined as one job for one year.



Gross Regional Product \$190B

S RTP Funding Sources

Countywide Sources (FY2025 - FY2039) in \$Billions



*Local includes ExpressLanes tolls, lease revenues, fares, and local agency contributions.

RISKS TO REVENUES

- Sales tax receipts
- Shifting federal and state priorities
- Inflation
- Tariffs
- Farebox recovery

As of Oct. 2024, Metro's projected S RTP funding sources total \$220 Billion over the 15-year timeframe



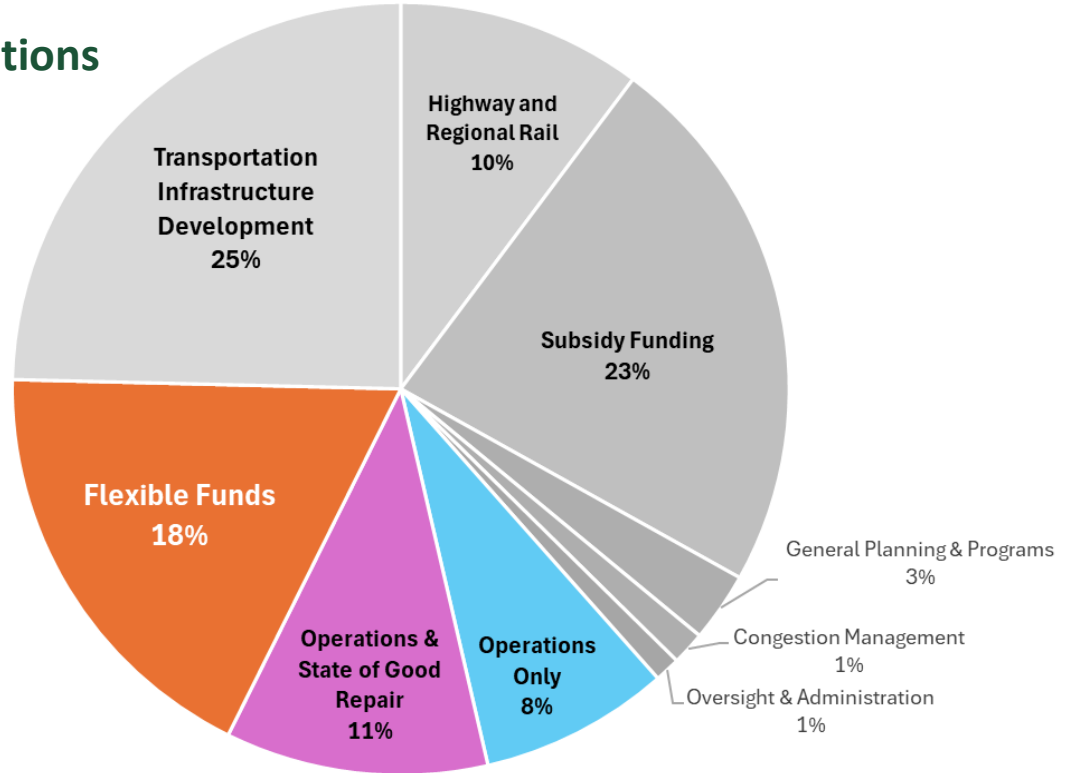
Operations Financial Risk: Eligibility of Funds (FY25)

- > 130 colors of funds
- < 15 sources are dedicated for operations

8% of FY25 Resources
Dedicated for Operations

91% of Flexible Funds
Used for Operations & State of Good Repair (SGR)

96% of Operations & SGR funds
Used for Operations & SGR



SRTP Transit, Highway, and Active Transportation Investment

Rail and Bus Transit Projects	Funding (\$M)
Metro Rail (A Line, D Line, E Line IOS, K Line, East SFV, C Line, Southeast Gateway LRT IOS, Sepulveda Transit Corr. TBD)	\$33,815
Bus Transit (North SFV, NoHo to Pasadena, Vermont Transit Corridor, G Line Improvements)	\$1,712
Rail and Bus Transit Projects – TOTAL:	\$52,527

Other Transit Capital Projects	Funding (\$M)
Regional Rail (Metrolink)	\$970
Transit Improvements (State of Good Repair, Systemwide improvements, etc.)	\$10,710
Other Transit Capital Projects – TOTAL:	\$47,210

Highway Investment Projects	Funding (\$M)
ExpressLanes (I-105, I-10, I-405)	\$4,661
Highway Improvements (I-5, SR-57, SR-71, SR-138, SR-14, I-405, I-605) – 2016 estimate	\$4,600
Grade Separations (ACE, Rosecrans-Marquardt, Doran Street)	\$116
Multimodal (High Desert Corridor, 710 North, 710 South/LB-ELA)	\$2,091
Highway Investment – TOTAL:	\$11,468

Active Transportation	Funding (\$M)
LA River Path – San Fernando Valley	\$38
LA River Path – Central LA	\$408
<u>Programs:</u> Bike Share, First/Last Mile, Mobility Hubs, Metro Active Transport	\$3,026
Active Transportation Investments – TOTAL:	\$3,472



Upcoming Known Challenges to the SRTP

Southeast Gateway Line (Phase 1)

SRTP/2024 SRFA Funding: \$7.8B
Potential Cost: \$8.2 - \$9.5B (April 2025 APE)
Potential Costs not in SRTP: \$0.4 - \$1.7B

Highway/ExpressLanes Capital Program

SRTP/2024 SRFA Funding: \$11.47B
Issue: new state regulatory requirements to mitigate vehicle miles traveled (VMT)
Potential Costs not in SRTP: up to \$10.0B in additional mitigation costs

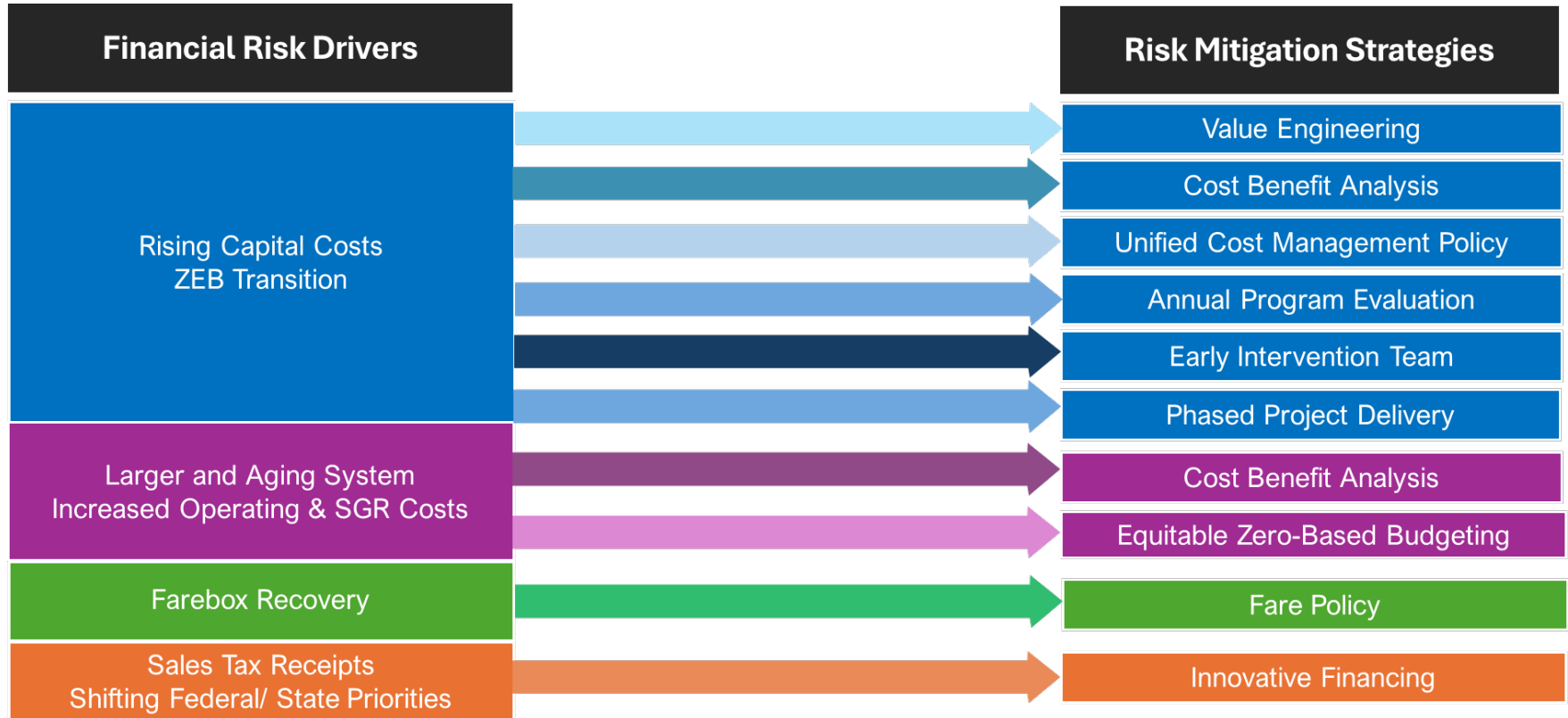
Sepulveda Transit Corridor

SRTP/2024 SRFA Funding: \$8.2B
Potential Cost Range of Alternatives:
\$15.4 - \$24.4B (\$2023, April 2025 APE)
Potential Costs not in SRTP: \$7.2 - \$16.2B

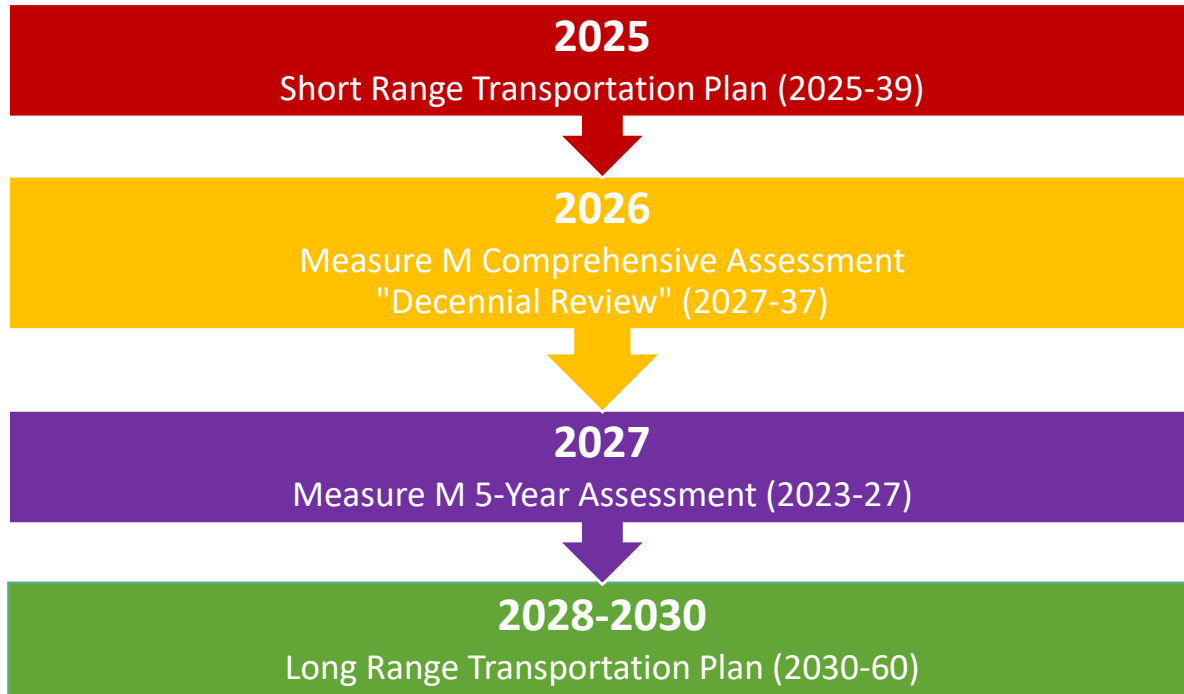
Rail Operations Center/ Bus Operations Center (ROC/BOC)

SRTP/2024 SRFA Funding: \$0
Potential Cost: \$985M - \$1.4B (April 2025 APE)
Potential Costs not in SRTP: \$985M - \$1.4B

Mitigating Financial Uncertainty in the S RTP



Next Steps in Countywide Planning



ONGOING PUBLIC PARTICIPATION