



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, February 18, 2026

11:00 AM

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Planning and Programming Committee

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Hilda Solis, Vice Chair

James Butts

Lindsey Horvath

Ara J. Najarian

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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323.466.3876

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The Meeting begins at 11:00 AM Pacific Time on February 18, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 18 de Febrero de 2026. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5 and 6.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 5. SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' JUMP START AND MID TERM CAPITAL PROJECTS** [2025-0844](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions (Project) as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding with the SGVCOG to continue design refinement of the Project, conduct additional outreach services, complete environmental clearance, and obtain Project approval for an amount not to exceed \$3,888,839, bringing the total funding to \$7,988,839.

Attachments: [Attachment A - Motion 8.1 \(February 2020\)](#)
[Attachment B - Motion 5.1 \(May 2020\)](#)
[Attachment C - Project Map Presentation](#)

- 6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - LAS VIRGENES/MALIBU SUBREGION** [2025-1069](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING:
 - 1. Deobligating \$41,834 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and



Board Report

File #: 2025-0844, File Type: Agreement

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026

SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' JUMP START AND MID TERM CAPITAL PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions (Project) as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding with the SGVCOG to continue design refinement of the Project, conduct additional outreach services, complete environmental clearance, and obtain Project approval for an amount not to exceed \$3,888,839, bringing the total funding to \$7,988,839.

ISSUE

At its January 2025 meeting, the Board approved \$800,000 (Amendment 2) to initiate environmental clearance, community outreach, and conceptual engineering for the Jump Start projects (Segments 1 -4 and 6) and Mid-Term Plan projects (Project) as defined in the SGVCOG Transit Improvements Feasibility Study. The SGVCOG Study team has conducted extensive stakeholder and community outreach meetings and technical work in 2025/2026 and is anticipated to fully expend the allocated funds by early Spring 2026. To complete these planning efforts, in December 2025, the SGVCOG has requested an additional \$3,888,839 to complete environmental reviews, community engagement, conceptual design, and receipt of Project approval.

BACKGROUND

In February 2020, the Board withdrew the State Route (SR) 60 Alternative and Combined Alternatives from the Eastside Transit Corridor Phase 2 project environmental study. In the same month, the Board also approved Motion 8.1 by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti, directing staff to 1) prepare a feasibility study and develop high-quality transit service

options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside Transit Corridor Phase 2 Project (Attachment A). In May 2020, the Board passed Motion 5.1 by Directors Solis, Fasana, and Barger, directing staff to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions (Attachment B).

Funding Received to Date

Prior to the SGVCOG's request for \$3,888,839, Metro has to date provided a total of \$4.1 million to fund SGVCOG's transit planning studies in phases, including:

- Phase 1 -- \$1.5 million in an original MOU executed in February 2021 to initiate a feasibility study identifying short- and long-term transit solutions to serve the mobility needs in the SGV. Fifteen initial transit corridor improvement concepts were identified, addressing east-west and north-south corridor improvements, and of the 15, seven concepts (three east-west and four north-south corridors) were identified as most promising for improved transit services.
- Phase 2 -- \$1.8 million in Amendment 1 as approved by the Board in June 2022, to refine the seven project alternatives, including development of conceptual-level engineering plans (5% design) and illustrative urban design drawings. The refinements led to recommended improvements that were divided into three priority-based groups including the Near-Term (six "Jump Start" segments), Mid-Term Plan (2035), and Long-Term Vision Plan (2050). In March 2024, the SGVCOG's Governing Board received and approved the final study report and directed SGVCOG staff to further develop project definitions, identify any appropriate environmental analysis needed, and work with Metro to request funding for this effort via the 2025 Metro Budget.
- Phase 3 -- \$800,000 in Amendment 2 as approved by the Board in January 2025; at this time, the Board also received and filed the SGVCOG report. With these funds, the SGVCOG initiated additional outreach and continued project definition tasks to advance the Project.

DISCUSSION

In April 2025, SGVCOG and its consultant team held a kick-off meeting to initiate technical work and outreach for Phase 3 for the Project. Building on the completed Transit Feasibility Study, the SGVCOG and its consultant team continued with field data collection and technical parking and traffic circulation studies, extensive outreach efforts, evaluation of environmental analyses needed, and preliminary cost estimation, while working with Metro to identify funding. In August 2025, SGVCOG rebranded the current Phase 3 (Jump Start and Mid-Term) efforts to "SGV Forward."

City and Community Coordination

In Spring/Summer 2025, SGVCOG staff convened several cities in the Jump Starts Project area, including the cities of West Covina, Monterey Park, El Monte, Pomona, and South El Monte, to

discuss the Project and receive preliminary direction on the cities' goals, community outreach opportunities, and preferences. SGVCOG staff also discussed Transit Signal Priority (TSP) with the City of West Covina and coordinated with City of South El Monte on a traffic and parking study.

SGVCOG staff began stakeholder outreach meetings and preparation for collateral materials for participation in various community events in coordination with the cities of Monterey Park, Pomona, Rosemead, El Monte, and South El Monte in Fall 2025. In mid-September 2025, SGVCOG consultant staff attended the City of Monterey Park's Garvey Avenue Improvements Project community meeting. SGVCOG staff hosted outreach meetings in cities of Monterey Park and Rosemead in early 2026.

Starting November 2025, SGVCOG continued its engagement with community members in cities of West Covina, Monterey Park, Rosemead, El Monte, South El Monte, and Pomona. The purpose of these meetings was to provide updates to the study and gather feedback from the public. Public feedback received included support for shade structures at bus stops, landscaping preferences, traffic impacts, bike share, bus shelters, TSP and bus shelter amenities, and project design in relation to safety and security.

Transit Agency Coordination

In Summer 2025, SGVCOG staff met with Foothill Transit staff to discuss SGV Forward's project parameters, scope, and outreach plans, and to assess Foothill Transit's interest in serving as the transit operator. On August 29, 2025, SGVCOG staff provided a Project status update presentation to the Foothill Transit Governing Board.

Purpose of Funding Needed to Complete Phase 3

SGVCOG is requesting additional funding of \$3,888,839 to:

- **Complete environmental clearance and seek Project approvals for Jump Starts 1-4 and 6 capital improvements by Spring 2027.** This includes development of BRT lane configurations, evaluation of traffic circulation, and parking analysis for segments along Atlantic Boulevard, Garvey Avenue, Valley Boulevard, and Holt Avenue.
- **Complete design refinement of the Project, conduct community outreach, complete environmental clearance and seek Project approval for Mid-Term capital improvements by Summer/Fall 2029.** The Mid-Term (2035) plan includes new east-west BRT improvements from Metro Atlantic Station in East Los Angeles to Pomona Transit Center, transit hub improvements at Metro Atlantic Station, El Monte Transit Center, Puente Hills Mall, Pomona Transit Center, and Pomona (North) Metrolink Station, new north-south BRT lanes along portions of Rosemead Boulevard, and additional TSP treatments on major arterials in the San Gabriel Valley.

Should the Board approve the Project definitions and authorize the recommended funding for design refinements, community outreach and environmental clearance, and as the SGVCOG completes each of these major milestones, Metro staff will return to the Board with recommendations for capital

Project approval(s) and/or funding plan(s) as appropriate.

DETERMINATION OF SAFETY IMPACT

Authorization of Amendment No. 3 to the MOU will not impact the safety of Metro's customers or employees, as the study is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The Metro Board has previously approved a total of \$4.1 million to fund SGVCOG's transit planning studies. Approval of this amendment (Amendment 3 for Phase 3) for an additional \$3,888,839 will bring the total approved programming amount to \$7,988,839.

Billings to date for this study total \$4,048,649. The project team anticipates invoicing for Amendment 3 to begin in FY26, and allocation of the remaining programming authority for Amendment 3 will be requested as part of future budget cycles from FY27 through FY29.

Since Phase 3 is a multi-year environmental planning, outreach, and design process, the Cost Center Manager and Chief Planning Officer will be responsible for making recommendations for budget consideration in future years based on Metro priorities and availability of funds. Annual budget approvals are pending annual evaluation of revenues and expenditures considerations by the Metro Board.

Impact to Budget

Funding for the San Gabriel Valley Transit Feasibility Study is included in the Board adopted FY26 budget of \$1,250,000 in Cost Center 0441, Project Number 460233.

The source of funds for the recommended Board Action is Measure R, 35% for the Gold Line Eastside Extension, which is not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

The proposed Phase 3 study continues the previous work efforts to identify transit enhancements aimed at improving mobility and providing reliable transit options for a subregion with a high percentage of transit-dependent populations and Equity Focus Communities (EFCs). The study's objectives included:

- Reducing travel times and making transit more appealing than driving
- Connecting key origins and destinations in the San Gabriel Valley (SGV)
- Offering diverse transit options, especially for EFCs
- Increasing service frequency to underserved areas

- Promoting transit-oriented communities to address growth and housing needs

As part of the feasibility study that was received and filed by the Board in January 2025, a study area definition report was created to outline the boundaries of the study area and contextualize land use patterns, demographics, transportation network, and existing transportation services. The focus of the study was on EFCs, communities with historically limited economic access, specifically those where over 40 percent of households are low-income (earning less than \$35,000 annually), where 80% of households are non-white, or where 10 percent of households lack access to a vehicle. The demographics analysis identified priority areas that require improved transit services, which comprise 27 percent of the census tracts within the study area. EFCs were primarily located in Pasadena and Azusa (both along I-210), as well as in the cities of Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60).

The Board's action to amend the MOU for the proposed Phase 3 Study is not anticipated to have equity impacts. The SGVCOG and its consultant followed the four pillars model included in Metro's Equity Platform Framework to identify and prioritize the needs of people living in EFCs in the Feasibility Study. Metro expects that the SGVCOG will continue to focus on serving EFCs throughout the Phase 3 study.

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 as it includes outreach and environmental clearance for the Project. The SGV Forward will enhance service by shortening passenger travel times and increasing service reliability and efficiency. This Project is expected to encourage a shift from single-occupancy vehicles to public transit. This item also supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*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

This action supports the Metro Vision 2028 Strategic Plan. Specifically, SGV Forward supports Goals

#1 and #3 of the Strategic Plan: Goal #1. Provide high-quality mobility options that enable people to spend less time traveling and Goal #3. Enhance communities and lives through mobility and access to opportunity. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and addressing mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

ALTERNATIVES CONSIDERED

The Board could decide to not approve this action. This is not recommended as it would be inconsistent with Board-adopted Motion 8.1 (February 2020), which directed the development of an “implementation plan to design, environmentally clear and construct a high-quality transit option that will serve State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border.”

NEXT STEPS

If approved, the CEO will execute Amendment 3 to the Memorandum of Understanding with the SGVCOG. Metro staff will continue to support SGVCOG’s planning progress and invoicing toward completion of the following milestones:

- Spring 2027: Complete environmental clearance and seek Project approval for Jump Start Segments 1-4 and 6
- Summer/Fall 2029: Complete environmental clearance and seek Project approval for Mid-Term improvements

Metro staff will return to the Board with a recommendation for Project approval and/or funding plan as appropriate, not limited to Measure R or M funds depending on sales tax receipts, and/or other external grants.

ATTACHMENTS

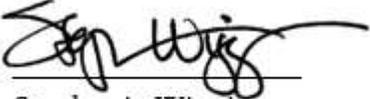
Attachment A - Motion 8.1 (February 2020)

Attachment B - Motion 5.1 (May 2020)

Attachment C - Project Map

Prepared by: Maressa Sah, Project Manager, (213) 922-2462
Jill Liu, Senior Director, Countywide Planning and Development, (213) 922-7220
Dolores Roybal Saltarelli, Deputy Executive Officer, Countywide Planning and Development, (213) 922-3024
David Mieger, Senior Executive Officer, Countywide Planning and Development, (213) 922-3040
Allison Yoh, Senior Executive Officer, Countywide Planning and Development, (213) 922-7510
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0172, **File Type:** Motion / Motion Response

Agenda Number: 8.1

REGULAR BOARD MEETING FEBRUARY 27, 2020

Motion by:

DIRECTORS SOLIS, HAHN, BUTTS, GARCIA, FASANA, AND GARCETTI

Amendment to Item 8: Eastside Transit Corridor Phase 2

Since the passage of Measure R in 2008, the Los Angeles Metropolitan Transportation Authority (Metro) has been hard at work delivering a \$40 billion, voter-approved program of projects aimed at enhancing Los Angeles County's transportation network. In 2016, voters doubled down on their approval of Measure R with their approval of Measure M, which brought forth \$120 billion in additional sales tax revenues for a slew of transit, highway, and active transportation projects.

Both Measures R and M include the Eastside Transit Corridor Phase 2, also known as the Gold Line Eastside Extension Phase 2 project (Project), in their expenditure plans with \$1.271 billion in Measure R sales tax revenues and \$1.086 billion in Measure M sales tax revenues programmed for the Project. In total, the Project has approximately \$3 billion programmed for one alignment available in 2029, and another \$3 billion available for a second alignment in 2053. The Project's environmental document is currently in progress and includes the State Route 60 Alternative, the Washington Boulevard Alternative, and the Combined Alternative as potential alignments for the extension of the existing Gold Line light rail eastward from unincorporated East Los Angeles

Agenda Item 8 provides staff recommendations to withdraw the State Route 60 and Combined Alternatives from further consideration as part of the Project's environmental document. Additionally, staff recommendations include moving forward with Project environmental clearance under the California Environmental Quality Act only and forgoing any additional analysis under the National Environmental Policy Act. In parallel to completion of the environmental document, staff will also launch a feasibility study that will evaluate mobility needs in the San Gabriel Valley for communities along the State Route 60 corridor. The recommendations presented by staff have been informed by a number of in-depth technical studies that identified significant costs and engineering challenges for the delivery of both the State Route 60 and Combined Alternatives.

However, recommendation C under Agenda Item 8 would benefit from stronger specificity. It does not provide a timeframe for when the feasibility study would be presented to the Board, it is vague as to what options should be evaluated, and does not commit funding for this effort.

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti that the Board direct the CEO to add the following directive under Agenda Item 8:

e. Honor the commitment of \$635.5 million made to the San Gabriel Valley subregion as part of Measure R documentation. This commitment will be recognized consistent with the funding years in the Measure R Expenditure Plan.

FURTHER that the Board direct the CEO to provide a report back to the Board in May 2020 that includes:

1. Recommendations for funding and cash flow (Funding Plan) for the San Gabriel Valley and Gateway Cities that encompasses all of the Measure R and Measure M funding for the Gold Line Eastside Extension Phase 2 to demonstrate subregional equity for both the San Gabriel Valley and the Gateway Cities. As part of the Funding Plan, include any potential inter-fund borrowing between Measures R and M, loan options, or other financial mechanisms necessary to retain overall equity while ensuring financial capacity to move the Gold Line Eastside Extension Phase 2 forward as an accelerated Pillar Project under Metro's Twenty-Eight by '28 Initiative.
2. Implementation plan to design, environmentally clear and construct a high-quality transit service option that will serve the State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border. The strategy should include details for outreach, timeframes to initiate and finish the environmental review, and a preliminary analysis of alternatives.
3. Consideration of, as part of the feasibility study for the San Gabriel Valley, high-quality transit service options including Bus Rapid Transit and Alternative Rail Transit Technology (i.e., Monorail Transit, or MRT) and identification of opportunities to connect Metro's transit network with the Foothill Gold Line as well as the Metrolink and Foothill Transit networks in the San Gabriel Valley.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #: 2020-0368, **File Type:** Motion / Motion Response

Agenda Number: 5.1.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2020**

Motion by:

DIRECTORS SOLIS, FASANA, AND BARGER

Related to Item 5: San Gabriel Valley Transit Feasibility Study

SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

RECOMMENDATION

APPROVE Amending Motion by Directors Solis, Fasana, and Barger

WE THEREFORE MOVE that the Board direct the CEO to report back in 30 days with recommendations to transfer funding to the San Gabriel Valley Council of Governments as part of the FY21 budget for the procurement and completion of the Feasibility Study. Recommendations should include provisions typical of Metro procurements such as small, disadvantaged, and/or disabled veteran business enterprise goals.

COUNTYWIDE PLANNING AND DEVELOPMENT

San Gabriel Valley Transit Feasibility Study | SGV Forward

Planning and Programming Committee
February 18, 2026



Legistar File No. 2025-0844

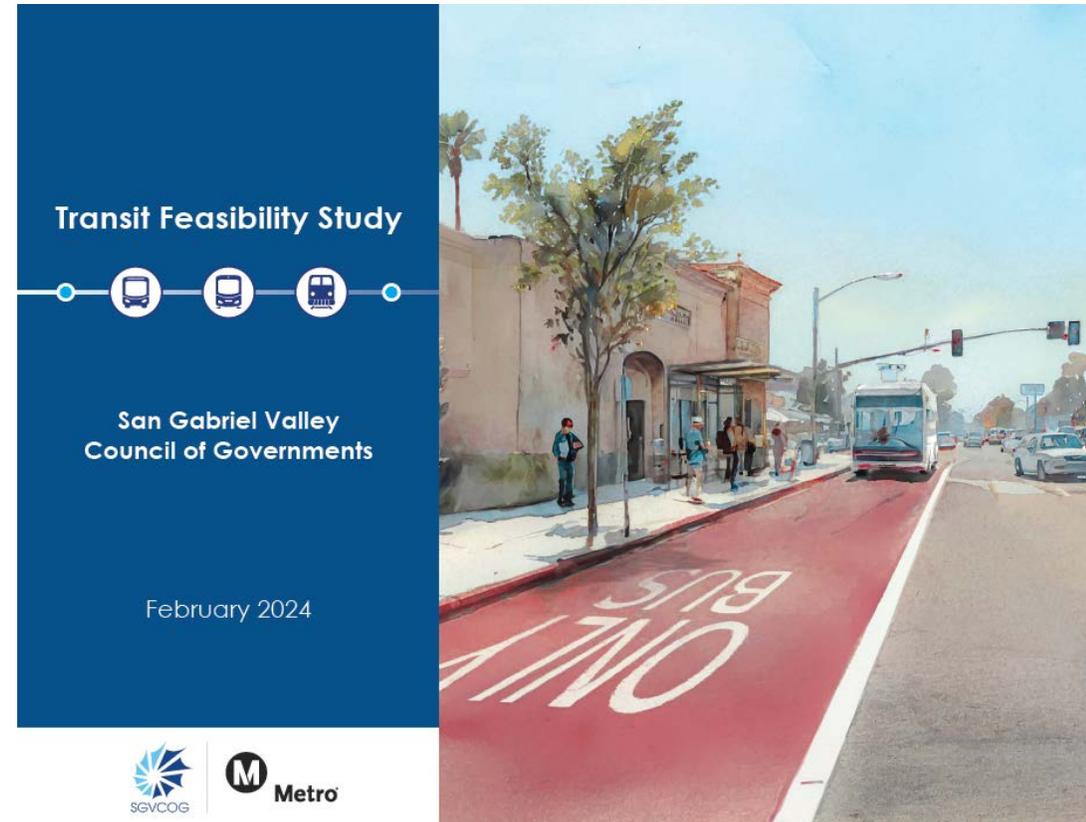
Recommendations

CONSIDER:

- A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding (MOU) with the SGVCOG to continue design refinement of alternatives, conduct additional outreach services, complete environmental clearance, and obtain project approval for an amount not to exceed \$3,888,839, bringing the total funding to \$7,988,839.

Study Background

- February 2020: Motion 8.1 directed staff to 1) prepare a feasibility study and develop high-quality transit service options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside Transit Corridor Phase 2 Project.
- May 2020: Metro Board passed Motion 5.1 to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions.
- March 2024: SGVCOG completed Final Feasibility study.
- January 2025: Metro Board received the Final Feasibility Study and allocated an additional \$800,000 to SGVCOG for continuing development of their Jump Start projects (Segments 1-4 and 6) and Mid-Term Plan.



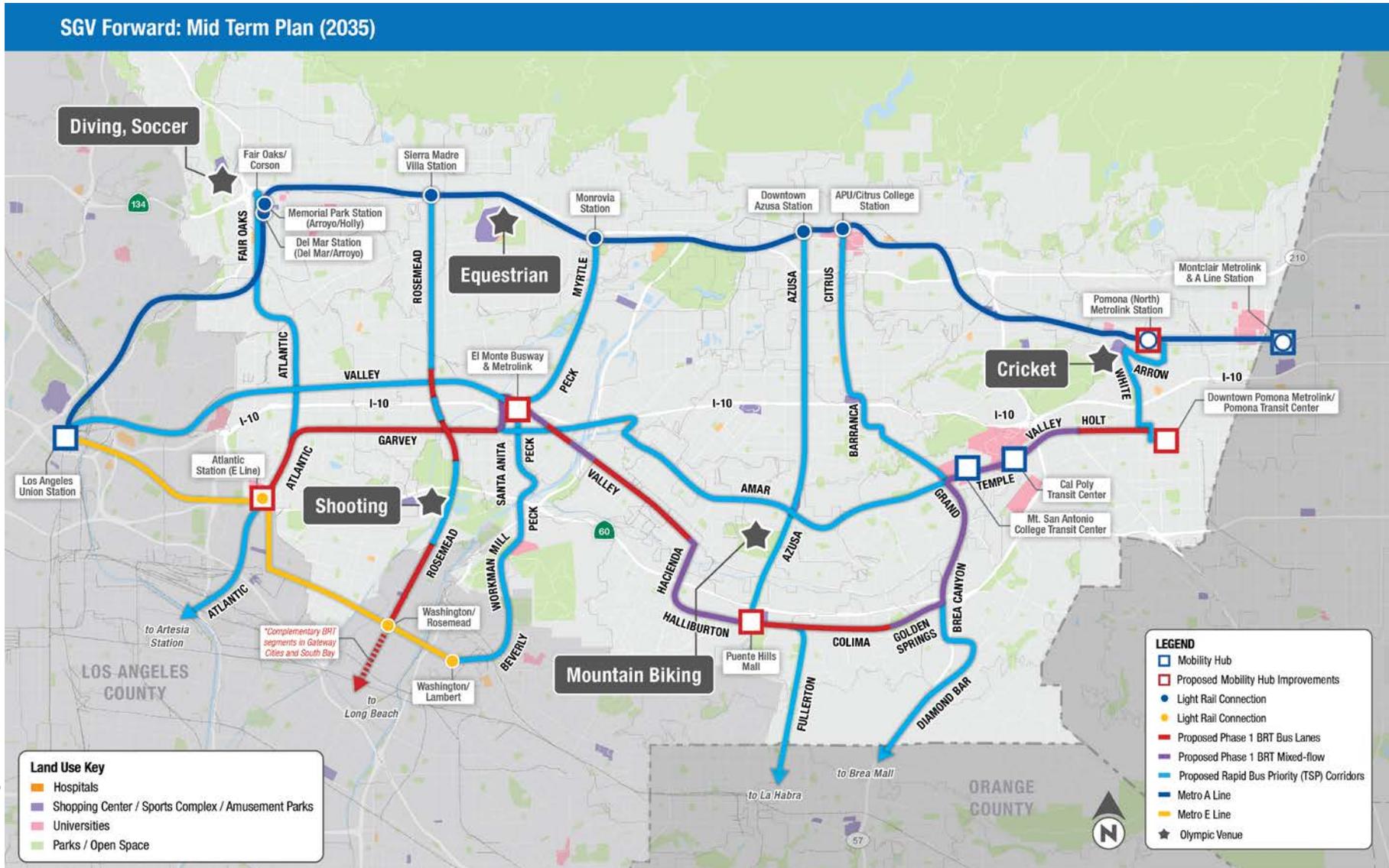
Progress To Date

Since January 2025, SGVCOG Study team has conducted extensive outreach and technical work and expects to fully expend the allocated funds by early Spring 2026.

Work completed includes:

- Field data collection for parking and traffic studies
- Project re-branding to "SGV Forward"
- Community meetings hosted in 2025 and 2026 (Pomona, Monterey Park, El Monte and South El Monte, and Rosemead)
- Ongoing inter-agency coordination, including Foothill Transit, El Monte, South El Monte, and Metro
- Ongoing coordination with several cities, including West Covina, Monterey Park, Rosemead, El Monte, South El Monte, Pomona

San Gabriel Valley Jump Start and Mid-Term Capital Project Definitions



Next Steps

- Upon Board approval, staff will work with SGVCOG to execute Amendment 3 to the MOU, allowing SGVCOG to continue design refinement of alternatives, conduct community outreach services, complete environmental clearance, and obtain project approval.

Task Description	Targeted Completion
Jump Start Segments 1-4 and 6: Environmental Clearance and Project Approval (including cost estimates and outreach)	Spring 2027
Mid-Term Projects: Environmental Clearance and Project Approval (including cost estimates and outreach)	Summer/Fall 2029

- Staff to present project approval and/or funding plan to the Metro Board of Directors (pending SGVCOG milestone completion).



Board Report

File #: 2025-1069, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating \$41,834 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and
2. Programming an additional \$3,745,225 within the capacity of the Measure M MSP Highway Efficiency Program (Expenditure Line 57), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the Las Virgenes/Malibu Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A & B), which serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$166.89 million was forecasted to be available for programming for the subregion for FY 2017-18 to FY 2029-30 in Active Transportation/Transit/Tech Program (expenditure line 56) and Highway Efficiency Program

(expenditure line 57). In prior actions, the Board approved programming \$108.67 million in support of 30 projects. Therefore, \$58.22 million is available to the Subregion for programming as part of this annual update. To date, \$31.59 million (29% of programmed funds) has been expended. Three projects have been audited and closed. Two other projects have been completed and will enter the close-out audit process.

In line with the Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the Las Virgenes/Malibu Council of Governments (LVMCOG) and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage the timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation/Transit/Tech Program (expenditure line 56)

This update includes a funding adjustment to one existing project as follows:

Westlake Village

- Deobligate \$41,834 from MM4401.07 - Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr. project. This project is complete and audited. The project was completed under the project budget.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustments to five existing projects and two new projects as follows:

Agoura Hills

- Program an additional \$1,000,000 in FY 30 for MM5503.02/MM5503.07 - Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road, an existing Measure R funded project #MR311.14. The funds are programmed as follows: \$5,313,493 in prior years, \$1,162,138 in FY 27, \$2,122,786 in FY 28 and \$1,000,000 in FY 30 for a revised total grant of \$9,598,417. This project includes additional on and off-ramp lanes, traffic signal synchronization, and upgraded sidewalks to improve safety of multi-modal users of the corridor. This project will likely increase Vehicle Miles Traveled (VMT). The funds will be used for the project's Project Study Report (PSR), Project Approval and Environmental Document (PAED), Project Approval and Environmental Document (PS&E), and construction phases.
- Program an additional \$1,281,340 in FY 29 for the MM5503.12 - Agoura Road/Kanan Road Intersection Improvements, an existing Measure R funded project #MR311.04. The funds are programmed as follows: \$7,506,529 in prior years, \$1,060,000 in FY 26 and \$1,281,340 in FY 29 for a revised total grant of \$9,847,869. The project will involve a signalized intersection, sidewalk widening, and Class II bike paths that aim to improve pedestrian safety. This project will likely increase VMT. The funds will be used for the project's Right-of-Way (ROW) and construction phases.

Calabasas

- Program \$200,000 in FY 27 for MM5503.19 - West Calabasas Road Infrastructure Modernization. This project will add a bike lane and sidewalks where none currently exist to improve access. This project will likely decrease VMT. The funds will be used for the project's PAED phase.

Hidden Hills

- Program additional \$197,968 in FY 27 for MM5503.03 - Long Valley Road/Valley Circle/US101 On-Ramp Improvements, an existing Measure R funded project #MR311.34. The funds are programmed as follows: \$1,215,652 in prior years, \$485,059 in FY 26 and \$197,968 in FY 27 for a revised total grant of \$1,898,679. This project will add a right-turn pocket at the on-ramp and install a sidewalk where none currently exists, to improve traffic and safety. This project will likely increase VMT. The funds will be used for the project's PS&E, ROW, and construction phases.

Malibu

- Program \$1,414,054 as follows: \$400,000 in FY 27, \$514,054 in FY 28, and \$500,000 in FY 29 for MM5503.20 - Busch Drive/Pacific Coast Highway Roundabout Project. This project will include a two-lane roundabout at the intersection of Busch Drive, which will improve pedestrian and bicyclist safety and access. The project will likely decrease VMT. The funds will be used for the project's PAED and PS&E phases.

Westlake Village

- Program additional \$933,275 in FY 29 for MM5503.10 - Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd., an existing Measure R funded project #MR311.21. The funds are programmed as follows: \$2,378,247 in prior years and \$933,275 in FY 29 with a revised total grant of \$3,311,522. This project will install sidewalk segments to enhance pedestrian safety by connecting pedestrian access between transit stops and the local community. This project will likely decrease VMT. The funds will be used to complete the project's construction phase.

LA County

- Deobligate the remaining \$1,281,412 from MM5503.06 - Malibu Canyon Road Improvements - Malibu Canyon Rd. at Piuma Rd. & Las Virgenes Rd. at Las Virgenes Canyon Rd project. LA County completed some improvements that addressed mobility and safety concerns in the project area and requested to cancel the remaining segment as it is no longer feasible due to environmental constraints and right-of-way challenges.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 26, \$15.09 million is budgeted in Cost Center 0441 (subsidies budget - Planning), for the Active Transportation Program (Project #474401). No budget is budgeted Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule.

Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

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. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County.

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 the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 26. Program/Project updates will be provided to the Board annually.

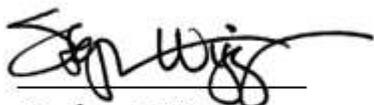
ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Projects

Attachment B - Highway Efficiency Program Projects

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

**Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)**

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 119,097		\$ 119,097	\$ 93,104	\$ 12,830	\$ 13,163			
2	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction	compl	3,156,164		3,156,164	3,121,164	35,000				
3	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction	clsd	2,200,000		2,200,000	2,200,000					
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction		14,959,880		14,959,880	8,500,585	2,740,000	3,719,295			
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219		683,219	200,000	313,219	170,000			
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	clsd	4,360		4,360	4,360					
7	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction		2,250,000		2,250,000	1,000,000	1,250,000				
8	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	clsd	4,452,678	(41,834)	4,410,844	4,410,844					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements	PAED PS&E Construction		5,444,832		5,444,832	3,000,000	1,101,000	1,343,832			
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000		875,000	875,000					
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000		400,000	400,000					
Total Programming Amount						\$ 34,545,230	\$ (41,834)	\$ 34,503,396	\$ 23,805,057	\$ 5,452,049	\$ 5,246,290	\$ -	\$ -	\$ -

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Agoura Hills	MM5503.01	Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange (MR311.03)	PS&E Construction		\$ 8,495,436		\$ 8,495,436	\$ 8,495,436					
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14)	PSR PA/ED PS&E Construction	chg	8,598,417	1,000,000	9,598,417	5,313,493		1,162,138	2,122,786		1,000,000
3	Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction	chg	8,566,529	1,281,340	9,847,869	7,506,529	1,060,000			1,281,340	
4	Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction		9,583,861		9,583,861	6,023,861	3,560,000				
5	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000	4,500,000					
6	Calabasas	MM5503.19	West Calabasas Road Infrastructure Modernization	PS&E	New		200,000	200,000			200,000			
7	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements (MR311.34)	PS&E, ROW Construction	chg	1,700,711	197,968	1,898,679	1,215,652	485,059	197,968			
8	Hidden Hills	MM5503.14	Hidden Hills Reginal Smart Cities Fiber Network Backbone	Construction	Deob	-		-	-					
9	Malibu	MM5503.04	Malibu Park and Ride Lots (MR311.35)	ROW	Compl	3,100,000		3,100,000	3,100,000					
10	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000	2,000,000					
11	Malibu	MM5503.15	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd (MR311.11)	Construction		1,500,000		1,500,000	-	1,500,000				
12	Malibu	MM5503.16	PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements (MR311.17)	Construction		2,036,110		2,036,110	-	2,036,110				
13	Malibu	MM5503.17	Pacific Coast Highway Quick Build Roundabouts	PS&E Construction		2,000,000		2,000,000	1,500,000	500,000				
14	Malibu	MM5503.20	Busch Drive/Pacific Coast Highway Roundabout Project	PAED PS&E	New	-	1,414,054	1,414,054	-		400,000	514,054	500,000	
15	Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction	chg	2,378,247	933,275	3,311,522	2,378,247				933,275	
16	Westlake Village	MM5503.18	Westlake Village ITS Signal Project	PS&E Construction		495,000		495,000	-	495,000				

	Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
17	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction	chg	1,500,000	(1,281,412)	218,588	218,588					
18	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		2,380,000		2,380,000	2,380,000					
19	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program	Planning Development		495,924		495,924	387,890	53,326	54,708			
20	LVMCOG	MM5503.11	Regional Smart Cities Fiber Network	PS&E Construction		14,800,000		14,800,000	6,800,000	8,000,000				
Total Programming Amount						\$ 74,130,235	\$ 3,745,225	\$ 77,875,460	\$ 51,819,696	\$ 17,689,495	\$ 2,014,814	\$ 2,636,840	\$ 2,714,615	\$ 1,000,000



Measure M Multi-year Subregional Program Las Virgenes/Malibu Subregion

Planning and Programming Committee
February 18, 2026



Metro

File# 2025-1069

Las Virgenes/Malibu Subregion

- Two Multi-Year Subregional Programs (MSP)
 - Active Transportation/ Transit/Tech Program (expenditure line 56)
 - Highway Efficiency Program (expenditure line 57)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
			1 st yr of Range						
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$381,000	\$381,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$284,000	\$284,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	cc	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$65,000	\$65,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-805 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$68,000	\$68,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$88,000	\$88,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$83,000	\$83,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,800	\$110,800	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$100,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

February 2026 Recommendations

CONSIDER:

A. APPROVING:

1. Deobligating \$41,834 in Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 56), as shown in Attachment A; and
2. Programming additional \$3,745,225 within the capacity of the Measure M MSP Highway Efficiency Program (Expenditure Line 57), as shown in Attachment B; and

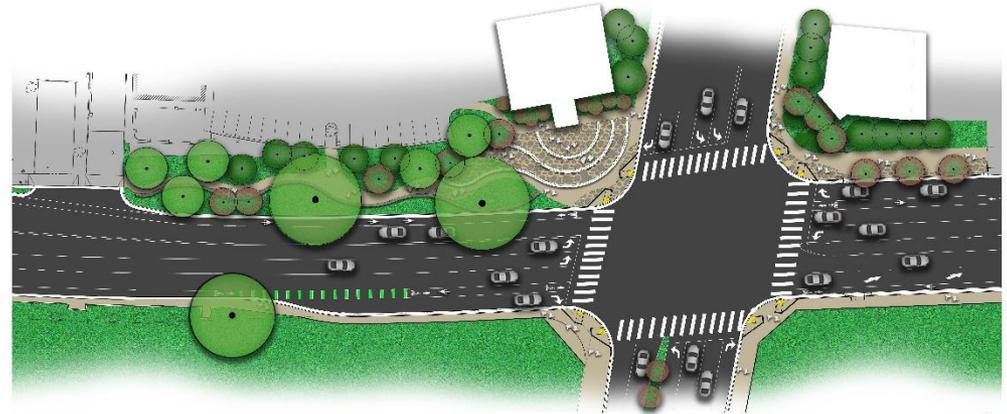
B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to one existing Active Transportation project, and five existing and two new Highway Efficiency Program eligible projects.



Hidden Hills (#MM5503.03) – Long Valley Road



Agoura Hills (#MM5503.12) - Kanan/Agoura Intersection

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

File #: 2026-0051, **File Type:** Informational Report

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Countywide Planning Major Project Status Report.

ISSUE

Countywide Planning and Development’s (CPD) major projects status report is prepared by CPD, with support from Program Management, Operations, and Shared Mobility, to provide highlights of capital projects in the planning phases of development. These include transit corridor projects such as rail and bus rapid transit, regional rail, Measure M active transportation corridor projects, ExpressLanes projects, and complete streets and highway improvements.

BACKGROUND

Metro’s mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. CPD oversees the planning of major capital projects to support this mission. The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery methods. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board’s Construction Committee.

DISCUSSION

The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridors, ExpressLanes, and complete streets and highway projects in various stages of development.

EQUITY PLATFORM

This report includes updates for multiple projects as well as assessments of equity. The April and July

2025 quarterly updates included refreshed equity assessment baseline summaries for each project that had descriptions of potential project benefits to EFCs (and no unmitigated project equity impacts). There are no updates or changes to those project equity assessments this quarter.

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.

The projects in this report have mixed outcomes but taken together they will likely decrease VMT in LA County. Although some individual projects 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.

Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, multimodal options, improve safety and mobility; and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. Additionally, some projects reported here do not have a Locally Preferred Alternative (LPA) yet and therefore the VMT outcome is not yet able to be determined, although Metro staff will ensure that the Board and public will have access to analysis related to VMT during the process of selecting an LPA or when any action on the project is being requested of the Board. Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient movement of people and goods, as required by state law.

The VMT outcomes for each project in this report were provided in detail in the April and July 2025 quarterly updates. There are no changes or updates to the VMT outcomes this quarter.

*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 development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in April 2026.

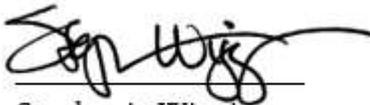
ATTACHMENT

Attachment A - Project Status Report

Prepared by:

Philbert Wong, Senior Director, Shared Mobility, (213) 418-3137
Michelle Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Allison Yoh, Senior Executive Officer, Mobility Corridors, (213) 922-4812
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning,
(213) 547-4317
David Mieger, Senior Executive Officer, Countywide Planning &
Development, (213) 922-3040
Shahzad Amiri, Deputy Chief Operations Officer, (213) 922-3061

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

February 18, 2026
#2026-0051

Presented By

Allison Yoh, Ph.D.

Senior Executive Officer
Mobility Corridors

Avital Barnea

Senior Executive Officer
Multimodal Integrated Planning

Transit and Active Transportation Projects



> Major Pillar Projects

- (1) Eastside Transit Corridor Phase 2
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor

> Other Projects in Planning

- Link Union Station
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared Right of Way (ROW) Study
- K Line Northern Extension

Eastside Transit Corridor Phase 2

Preliminary Studies

Final EIR
(May 2024)

EA (NEPA)

Preconstruction

Construction

Open



Recent Activities

- Oct 2025: Board approval of environmental planning contract modification to continue federal environmental study & outreach support for Initial Operating Segment (IOS)
- Completed geotechnical borings, began additional utility potholing work for IOS
- Continued advancing Preliminary Engineering (PE) for IOS, began Metro internal review of Draft 30% Plan Set
- Continuing to evaluate Maintenance Storage Facility (MSF) yard sites
- Two community events
 - Montebello Heritage Festival on October 11
 - Sponsorship of East LA Youth Foundation Awards Event on October 23.



Next Actions

- Continue coordinating with Federal Transit Administration (FTA) on development of Draft Environmental Assessment (EA) for the IOS (anticipated by Spring 2026)
- Continue targeted stakeholder outreach and preparation for community outreach by Spring 2026

K Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR



Preconstruction

Construction

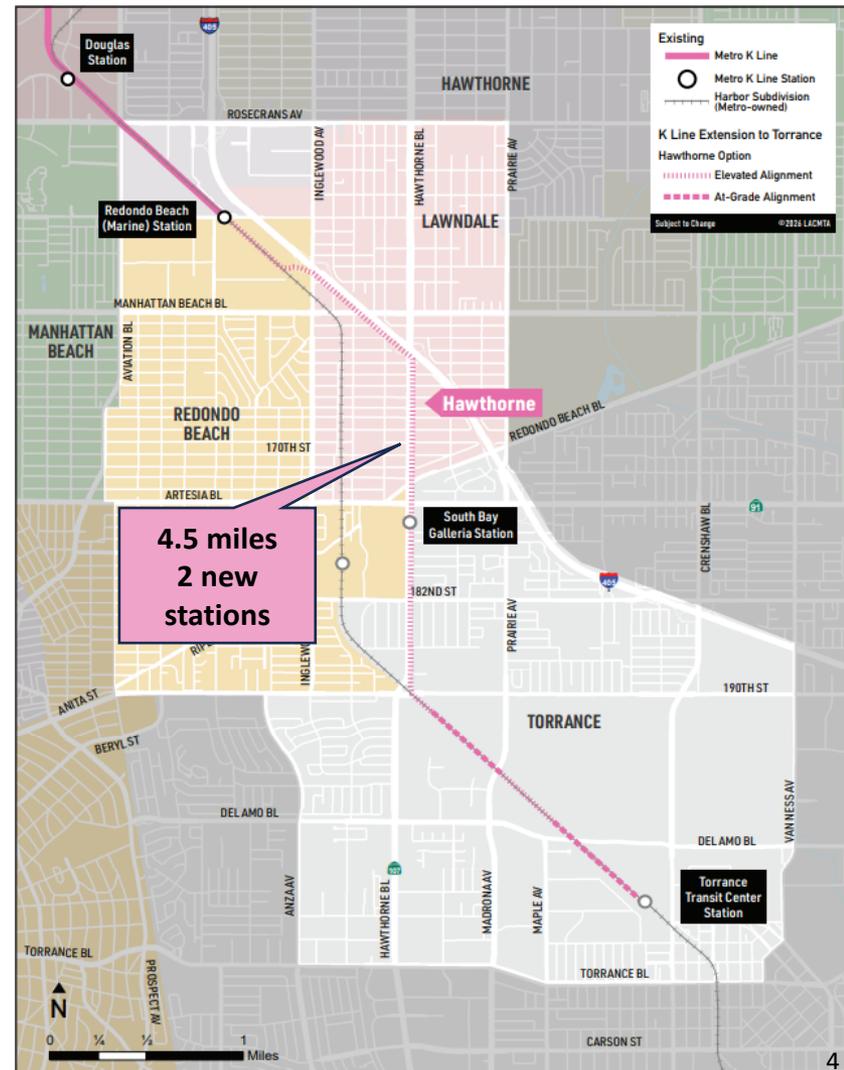
Open

Recent Activities

- January 2026: Board action on Hawthorne option as Approved Project and certification of Environmental Impact Report (EIR)
- Filed Notice of Determination with County Clerk and State Clearinghouse

Next Actions

- Coordinate with corridor cities and partner agencies including Caltrans, BNSF, and others on design review and future permitting
- Confirm plan for conducting environmental review per National Environmental Protection Act (NEPA)
- First/Last Mile (FLM) planning for station access and connectivity
- Identify early work construction activities
- Pursue funding opportunities for construction



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Recent Activities

- Reviewed more than 8,000 comment submissions received on Draft Environmental Impact Report (EIR)
- Developed Cost Benefit Analysis
- Jan 2026: Board approved Modified Alternative 5 as the Locally Preferred Alternative (LPA)

Next Actions

- Continue to refine designs and update cost estimate on LPA
- Evaluate Public-Private Partnership (P3) as delivery method for Initial Operating Segment (IOS)
- Advance environmental clearance per California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA)



Link Union Station

Preliminary Studies

Draft EIR

Final EIR



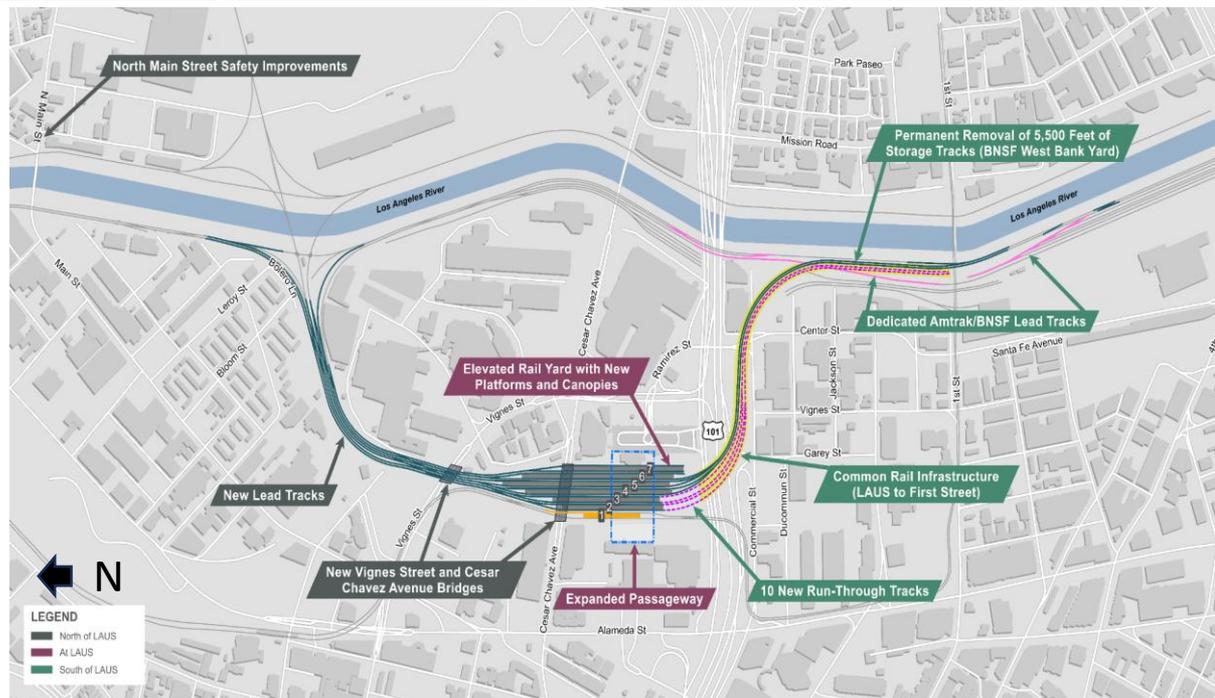
Preconstruction

Construction

Open

Recent Activities

- Addressing state funding potentially at risk
- October: Board certification of the Supplemental EIR with motion to continue collaboration with City of Vernon and BNSF
- Submitted letter to BNSF per Board motion



Next Actions

- California High Speed Rail Authority (CHSRA) Board approval of Final Environmental Impact Statement (EIS)
- Agendizing appropriate actions with California Transportation Commission (CTC) to maintain State funding

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption

NEPA

Preconstruction

Construction

Open



Recent Activities

- November 2025: Completion of National Environmental Protection Act (NEPA) requirement with FTA determination of Categorical Exemption (CE)
- Awarded Congestion Mitigation and Air Quality (CMAQ) Program grant
- Continuing coordination with Program Management on 30% design and responses to comments from City and County of LA
- Began transition of project to Program Management for final design

Next Actions

- Continue coordination with Federal Transit Administration (FTA) on Small Starts Grant
- Continue coordination with the City of LA and County as well as other third-party agencies
- Kick off final design



Rail to River Active Transportation Corridor

Segment B

Preliminary Studies

CEQA Exemption

Preconstruction

Construction

Open

Recent Activities

- Oct: Project status update on coordination with local jurisdictions and other related projects
- Assisted cities in preparing application for Rivers & Mountain Conservancy grant
- Began amending the Funding Agreement with City of Commerce (project lead) to include the Long Beach-East Los Angeles Corridor Mobility Investment Plan funds



Next Actions

- Continue coordination with cities/County, as well as the future Southeast Gateway Line in response to the May 2025 Board Amendment

Los Angeles River Path

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Recent Activities

- Preparation for release of Draft Environmental Impact Report (EIR), including implementation of new, user-friendly online platform
- Draft EIR released for public review on December 18, 2025, through February 2, 2026 (47-day public comment period)



Next Actions

- Compile public comments received
- Provide staff responses to comments received

East San Fernando Valley (ESFV) Shared Right of Way (ROW) Study

Preliminary Studies



Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- Continued stakeholder engagement
- November: Board action to adopt of Scenario 2 including:
 - Early works safety improvements at 6 at-grade rail crossings
 - Metrolink infill station
 - Design of mobility hub
 - Multimodal integrated planning



Next Actions

- Begin engineering on safety improvements in coordination with Antelope Valley Line improvements
- Return to Board with next steps for community engagement, design of infill station and mobility hub improvements, planning work, and funding plan

K Line Northern Extension

Preliminary Studies

Draft EIR



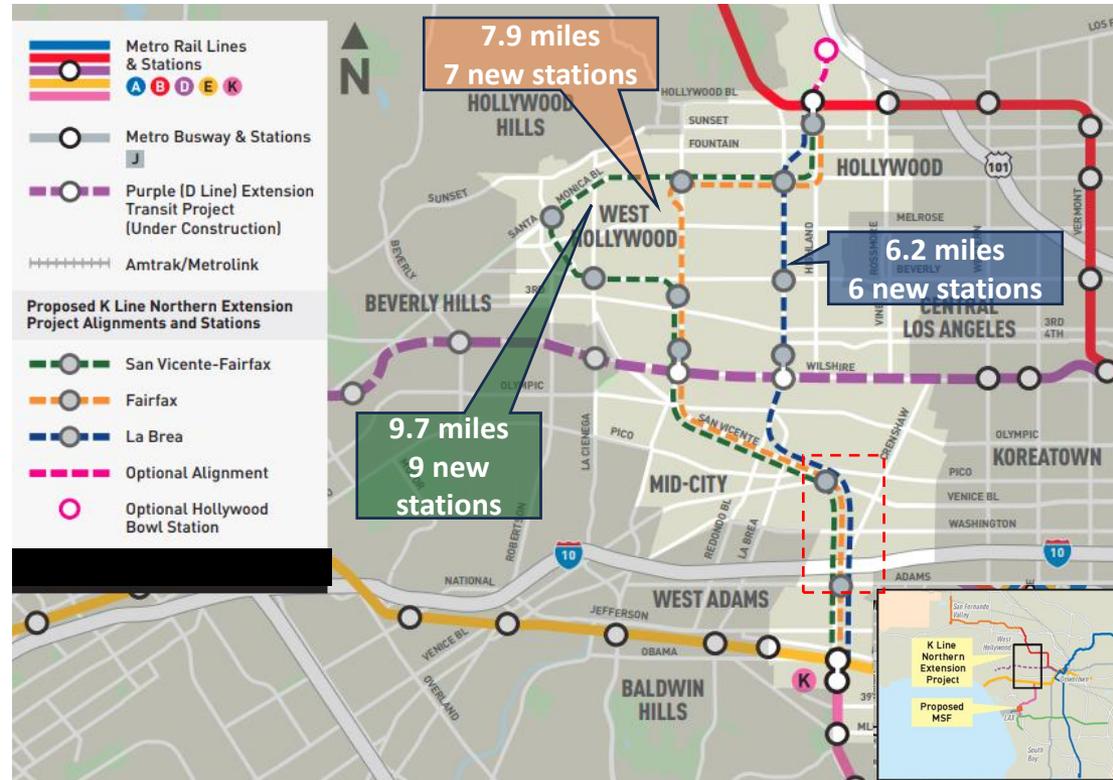
LPA Selection

Recent Activities

- Gathered input from Mid-City community on alignment analysis and technical studies
- Reviewed and summarized input received during 2025
- Completed Cost Benefit Analysis (CBA)
- Continued briefings with board offices and stakeholder groups
- Preparation of staff recommendation on Locally Preferred Alternative (LPA)

Next Actions

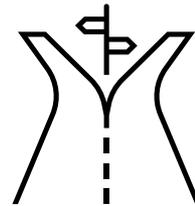
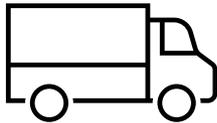
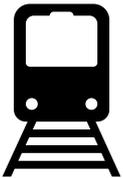
- Metro Board to consider LPA selection (anticipated early 2026)



Focus area for Mid-City Additional Alignment Analysis in response to concerns raised on Draft EIR alignment and tunnel safety concerns

Quarterly Major Projects Report

Complete Streets & Highway Projects



Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

I-605 Corridor Multimodal Improvements Project (I-605 CMIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Environmental scope of work for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) in development.
- Held meetings in Summer 2025 with I-605 corridor cities to present multimodal & complete street framework for the corridor and develop local multimodal project concepts.
- Seek Board approval for contract modification in February 2026 to revise technical studies and preliminary design.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
 - 3,329 collisions occurred within I-605 project limits (July 2012 - June 2015).

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Enhance local and regional connectivity and access; increase person throughput while avoiding residential displacements.



Challenges

- Some partial right of way may be needed.
- Project alternatives are partially funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for current phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-405 ExpressLanes Project – Sepulveda Pass

(ExpressLanes from I-10 to US 101)

Status/Schedule

- Current Phase: Preparation of the environmental document is ongoing.

Purpose and Need

- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.

Multimodal Scope

- Environmental document is evaluating potential multimodal elements (transit, bike, pedestrian improvements).

Project Benefits

- Improve traffic flows, person throughput, and reliability.

Challenges

- Caltrans approval of Vehicle Miles Traveled (VMT) analysis and potential mitigation required.



I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase- Caltrans is reviewing and approving technical studies to support Draft environmental document.
- Community Engagement: Scoping period completed in October 2024.
- Next Major Milestone: Circulation of Draft Environmental document anticipated Summer 2026.

Purpose and Need

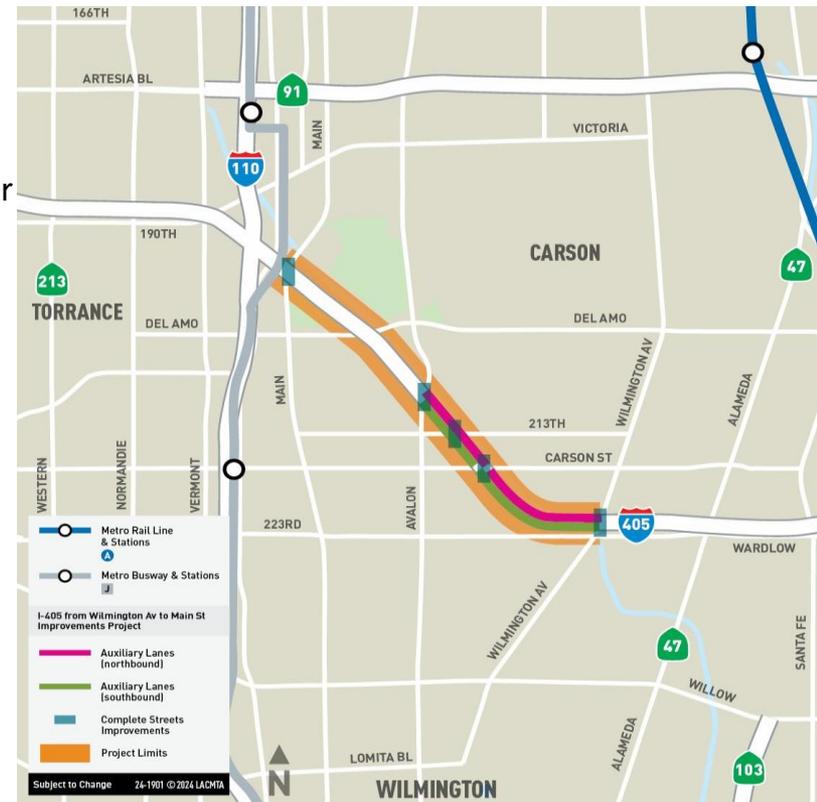
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Improve overall mobility and safety for pedestrians, cyclists, and vehicular travel.



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

SR-14 North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Agua Dulce Canyon Rd)

Status/Schedule

- Current Phase: Project Approval/ Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Scoping completed last year. Additional engagement in Winter 2026.
- Next Major Milestone: Circulation of Draft Environmental Document expected in Spring 2027.

Purpose and Need

- Address safety:
 - 475 collisions from 2020 to 2022 on northbound #1 (172) & southbound #2 (303) segments.
 - Rear-end and sideswipes make up 70% of all collisions.
- SR-14 provides one of the only travel routes throughout the corridor.

Multimodal Scope

- Obtain PA/ED clearance for Preferred Alternative that focuses on improving safety and multimodality.
- Reconfigure existing lanes that have short weaving distances and address lane gaps.
- Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies (including complete street elements), safety design refinements, and a truck climbing/descending lane.



Project Benefits

- Multimodal options to provide increased access, connectivity, and improved safety.
- Improve overall mobility and safety.

Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigation to be determined.

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley Council of Governments (COG) is leading construction of this project.
- Current Phase: Final design to be completed/approved by March 2026.
- 2nd Time Extension Allocation Request approved by California Transportation Commission (CTC) at the June meeting to complete all right of way & execute all 3rd Party Agreements.
- New begin construction target date is October 2026.
- Community Engagement: COG to convene pre-construction meetings.

Purpose and Need

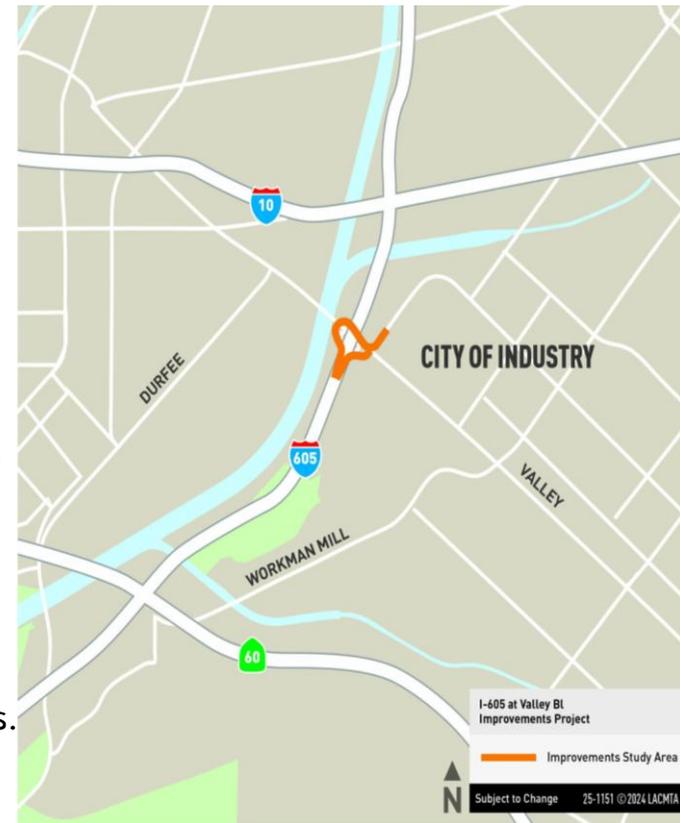
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

- Reconfigure ramps, upgrade & coordinate traffic/railroad signals.
- Upgrade Americans with Disabilities Act (ADA) infrastructure (curb ramps, sidewalks, and pedestrian pathways) & rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorter crosswalk, and median island refuge.

Project Benefits

- Reduce collisions, congestion, weaving conflicts, and queuing.
- Enhance pedestrian access and safety.
- Provide better truck access/maneuverability along freeway ramps.
- Improved railroad safety to reduce the potential for pedestrian, vehicular, and train (freight and passenger) conflicts.



Challenge

- Complete all outstanding work (final design, project parcels, agreements) by 3-31-2026.

Metro, Caltrans & COG Roles

- Caltrans provides oversight of environmental and design tasks led by Metro contractor.
- San Gabriel Valley COG to build project.