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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, July 16, 2025

11:00 AM

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Planning and Programming Committee

*Jacquelyn Dupont-Walker, Chair**

Hilda Solis, Vice Chair

James Butts

Lindsey Horvath

Ara J. Najarian

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

**Attending Virtually: Atlanta Marriott Marquis, 265 Peachtree Center Avenue, Atlanta, GA
30303*

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(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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- 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
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Live public comment can be given by telephone or in-person.

The Meeting begins at 11:00 AM Pacific Time on July 16, 2025; 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 16 de Julio de 2025. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 7, 8, and 9.

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

CONSENT CALENDAR

5. SUBJECT: METRO SYSTEMWIDE PARKING OPERATOR SERVICES

[2025-0322](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) to exercise the two, one-year options for \$13,491,977, increasing the total contract value from \$26,878,513 to \$40,370,490; and to extend the period of performance from September 2, 2025, to September 1, 2027, covering park and ride facilities at up to 72 transit stations across Los Angeles County.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

[Presentation](#)

**6. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH,
REGIONAL RAIL PLANNING AND ENVIRONMENTAL
ON-CALL SERVICES BENCH, AND REGIONAL RAIL
STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES
BENCH**

[2025-0370](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 1 to the Countywide Planning & Development Bench Contract Nos. PS95050000 through PS95050025 to increase the three-year base period funding amount by \$15 million, increasing the total Not-To-Exceed (NTE) cumulative base contract amount from \$30 million to \$45 million;
- B. EXECUTE Modification No. 4 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to exercise the second, one-year option term in the

amount of \$2 million, increasing the total NTE cumulative contract amount from \$27 million to \$29 million and extending the period of performance from August 14, 2025, to August 13, 2026; and

- C. EXECUTE Modification No. 2 to the Regional Rail Strategic Financial Advisory On-Call Services Bench Contract Nos. PS66571-2000 through PS66571-2005 to exercise the first, one-year option term in the amount of \$1 million, increasing the total NTE cumulative contract amount from \$6.4 million to \$7.4 million and extending the period of performance from December 7, 2025, to December 6, 2026.

Attachments:

[Attachment A-1- Procurement Summary](#)

[Attachment A-2 - Procurement Summary](#)

[Attachment A-3 - Procurement Summary](#)

[Attachment B-1 - Contract Modification Change Order Log](#)

[Attachment B-2 - Contract Modification Change Order Log](#)

[Attachment B-3 - Contract Modification Change Order Log](#)

[Attachment C-1 - DEOD Summary](#)

[Attachment C-2 - DEOD Summary](#)

[Attachment C-3 - DEOD Summary](#)

[Attachment D - Obligated Task Orders](#)

[Attachment E - Future Anticipated or Representative Task Orders
Presentation](#)

**7. SUBJECT: ENVIRONMENTAL REMEDIATION HOUSING
ACCELERATION FUND**

[2025-0449](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING a resolution of the Board of Directors ("Board") of the Los Angeles County Metropolitan Transportation Authority ("Metro") approving the execution of a Memorandum of Understanding ("MOU") to receive funding from the Southern California Association of Governments ("SCAG") for the Regional Early Action Planning Grant Program of 2021 (Attachment A);
- B. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and execute an MOU between SCAG and Metro in an amount not to exceed \$5,000,000 to create an Environmental Remediation Housing Acceleration Fund; and
- C. AUTHORIZING the CEO, or designee, to commit \$1,000,000 as a local match requirement for the Environmental Remediation Housing

Acceleration Fund.

Attachments: [Attachment A - Authorizing Resolution](#)
 [Attachment B- Potential Remediation Sites](#)
 [Presentation](#)

8. **SUBJECT: ACCESS FOR ALL GRANT PROGRAM** [2025-0457](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Access for All Program funding awards totaling \$5,855,760 as shown in Attachment A, made available to Metro through the State of California's Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

Attachments: [Attachment A - FY 2025 Access for All Funding Award Recommendations](#)
 [Presentation](#)

9. **SUBJECT: COORDINATED PUBLIC TRANSIT - HUMAN SERVICES
 TRANSPORTATION PLAN** [2025-0475](#)

RECOMMENDATION

ADOPT the locally developed 2025-2028 Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan" or "Plan") for Los Angeles County (Attachment A), as required under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Attachments: [Attachment A - 2025-2028 Coordinated Plan](#)
 [Presentation](#)

NON-CONSENT

10. **SUBJECT: APPROVAL OF THE CONGESTION MITIGATION AND AIR
 QUALITY IMPROVEMENT PROGRAM AND SURFACE
 TRANSPORTATION BLOCK GRANT PROJECT RANKING
 RECOMMENDATIONS** [2025-0428](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking recommendations for Los Angeles County for Congestion Mitigation

and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funding for federal fiscal year 2027 through 2028 (Attachment A).

Attachments: [Attachment A - Project Rankings for CMAQ/STBG Funding for LA County Presentation](#)

11. SUBJECT: JOINT DEVELOPMENT 10K COMMITMENT AND POLICY UPDATE [2025-0095](#)

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING an update on the Board of Directors' goal of producing 10,000 housing units through Metro's Joint Development program and progress to date; and

B. ADOPTING the amended Joint Development Policy (Attachment A).

Attachments: [Attachment A - Amended Joint Development Policy](#)
 [Attachment B - Joint Development Sites](#)
 [Attachment C - Joint Development Dashboard](#)

12. SUBJECT: METRO COST BENEFIT ANALYSIS METHODOLOGY [2025-0543](#)

RECOMMENDATION

ADOPT the recommended Metro Cost Benefit Analysis Methodology (Attachment A).

Attachments: [Attachment A - Goals, Objectives and Sample Metrics in Metro CBA](#)
 [Attachment B - Motion 14: Cost-Benefit Analysis for Metro Capital Projects Presentation](#)

(ALSO ON CONSTRUCTION COMMITTEE)

13. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT [2025-0369](#)

RECOMMENDATION

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

Attachments: [Attachment A - Project Status Report](#)

SUBJECT: GENERAL PUBLIC COMMENT [2025-0563](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment

**Board Report**

File #: 2025-0322, **File Type:** Contract**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 16, 2025****SUBJECT: METRO SYSTEMWIDE PARKING OPERATOR SERVICES****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) to exercise the two, one-year options for \$13,491,977, increasing the total contract value from \$26,878,513 to \$40,370,490; and to extend the period of performance from September 2, 2025, to September 1, 2027, covering park and ride facilities at up to 72 transit stations across Los Angeles County.

ISSUE

Metro requires the modification of this contract to exercise the two one-year options to continue services for the systemwide parking operator services contract through September 2027. Joe's Auto Parks has provided satisfactory parking management services and implemented innovative solutions tailored for transit parking management successfully and on time. The current base contract is set to expire on September 2, 2025.

BACKGROUND

At its April 2020 meeting, the Board awarded a five-year base period firm fixed Contract No. PS66007000 to Joe's Auto Parks for systemwide parking operator services for the Metro Parking Management Program. Through this revenue-generating contract, the contractor collects parking revenues, maintains revenue control equipment, manages permits, implements parking management technology solutions, and performs other parking management-related duties. The collected parking revenue compensates for the contractor's operating cost and management fee, and Metro collects the net amount.

Metro's Parking Management Program ("Program") was adopted by the Metro Board in January 2018 as part of the Supportive Transit Parking Program Master Plan ("Master Plan"). The Master Plan recommended implementing the Program systemwide to manage parking at Metro facilities. This Program is a technology-driven initiative requiring the contractor to deploy an advanced software management platform, which consists of implementing a ridership verification system (RVS)

technology and a transit parking rate, where appropriate, based on demand. The RVS system is used to verify that vehicles using Metro parking facilities are transit patrons by matching the vehicle's license plate number with the patron's TAP card.

The Program originated from the Parking Management Pilot project ("Pilot"), which was introduced in February 2016 to preserve parking for transit users. The Pilot began at 13 Metro stations and expanded to 15 in May 2017. Its success led to its incorporation into the Supportive Transit Parking Program Master Plan in January 2018. To date, the Program has been implemented at 27 park and ride facilities at 60 Metro stations in the system.

Parking Fee Structure

Daily transit parking rates are currently implemented at all Metro stations that meet the implementation threshold of a 70% parking occupancy rate or are located near high-demand areas. The current transit parking flat rate is between \$2.00 and \$3.00 per 24 hours, based on station-specific demand and location, except the Union Station parking lot and One Gateway Plaza parking structure, which are \$8 per day.

All parking fees fall within the Board-approved fee structure. Any parking rate adjustments, either an increase or a decrease, may occur no more than once every 180 days. Any changes will be made only after initial implementation, with staff providing at least thirty days' advance notice to patrons through a comprehensive outreach effort.

DISCUSSION

The primary objective of the contract is to implement effective parking solutions that preserve and enhance access to parking resources for transit patrons.

Joe's Auto Parks was awarded the contract to deliver all labor, materials, equipment, vehicles, innovative parking solutions, and additional services necessary to manage and operate Metro's parking facilities throughout Los Angeles County. Under the terms and conditions of the contract, Joe's Auto Parks is responsible for, but not limited to, the following functions:

- * General management and parking operations
- * Garage Keeper Liability Insurance
- * Revenue collection and control
- * Customer coordination and service center operations
- * Parking tax collection and remittance (where applicable)
- * Mobile and electronic parking payment solutions
- * Parking permit program administration
- * Credit card and electronic transaction processing in compliance with PCI standards
- * Development of an event parking reservation system
- * Management of special events and temporary parking facilities
- * Comprehensive reporting functions
- * Detailed data analytics

Under the contract extension terms, Joe's Auto Parks will continue to recover operating costs from the parking revenue collected, and Metro will receive the net revenue.

This recommended Board Action seeks approval for Contract Modification No. 2, which exercises the two one-year options for Joe's Auto Parks' systemwide parking services. This will extend the contract performance period from September 2, 2025, through September 1, 2027.

The modification will be executed under Metro's Acquisition Policy. The contract type is a firm-fixed-price agreement.

The contract provides parking management services for park and ride facilities supporting up to 72 transit stations across Los Angeles County, including over 30,000 parking spaces. These facilities include locations along the A Line Foothill Extension 2B, Southeast Gateway, and FIFA26 special event sites. During the extension period, temporary park-and-ride facilities will also be included to support the Games Enhanced Transit Services (GETS) for the FIFA World Cup 2026 games. Metro will initiate a new procurement process in 2027 to ensure a Parking Management Operator contract is in place ahead of the LA28 Olympic and Paralympic Games.

Program Implementation

To date, Metro has implemented the Program at 24 of 62 locations. Approval of this contract modification, which includes the two one-year options to extend the base five-year contract, will enable staff to continue the Program in alignment with the Master Plan.

The Program focuses on parking operations at stations where park and ride occupancy has reached 70% or that are near high-demand locations, including fee collection, revenue control equipment maintenance, permit management, implementing parking management technology solutions, and parking management-related duties. The ridership projection data and the current adopted transit parking rates and policies will determine the transit parking capacity at upcoming transit corridors entering service, such as the recently opened LAX/Metro Airport Connector.

The contract is necessary not only for new sites but also to sustain operations at existing locations not yet included in the Program, further supporting Metro's strategic goal of reducing travel time by effectively managing parking resources.

FIFA World Cup and LA28 Games

During the Games, staff will operate additional temporary park and ride locations throughout the County to support the Games Enhanced Transit System (GETS) system for the Games and locations for FIFA26. As Los Angeles County prepares to host large-scale events such as the FIFA World Cup 2026 and the LA 2028 Games, staff recognize the need to acquire and implement a new, viable, custom-developed reservation system. The parking reservation system will help manage increased parking demand, improve customer experience, support transit service planning, and ensure efficient use of parking resources during periods of exceptionally high demand. As part of the parking management contract, the Contractor will continue with its extended responsibilities, deliver a parking reservation system to support all special events, and operate the temporary locations to support the

special events. Approving this contract for the additional two, one-year options through September 2027 will allow for the implementation of additional temporary park and ride locations to support the GETS for the FIFA World Cup 2026. Staff will capture lessons learned during this period in order to refine the parking management approach and procurement to support the LA28 Games GETS strategy.

The implementation of the Parking Management Program to date has resulted in consistent and manageable parking utilization. Staff have found that combining pricing policies with ridership verification achieves the intended outcome, allowing patrons to find parking throughout the day.

DETERMINATION OF SAFETY IMPACT

The Program will not create any safety impacts, as it operates within existing infrastructure. All contractors and subcontractors are required to complete safety training before performing any work at any Metro station. The contractor will continue the current Program operations with no anticipated safety impacts.

FINANCIAL IMPACT

Approval of this parking management services contract modification would have no financial impact on the agency. This contract generates revenue for the Program, with the contractor's operating costs deducted from collected gross parking revenue. Metro retains the net revenue. There is no impact on its expense budget, nor is any budget amendment necessary.

Impact to Budget

For the base period, the contract has generated a total of \$4,506,739 net revenue, contributing to the Internal Service Fund that supports operating, planning, financing, and capital expenses. Currently, the Program generates approximately \$1,100,000 in net revenue annually. Staff anticipate increased revenue as implementation at additional locations expands. The Program's gross revenue will continue to absorb all operating costs. There will be no impact on local, state, or federal funds.

EQUITY PLATFORM

This program supports the third pillar of Metro's platform, "Focus and Deliver," by improving access for all transit users, not just early-morning commuters. It ensures that all patrons can access parking and use the transit system at any time of day.

To enhance accessibility, the program leverages technology to limit non-transit-related parking in Metro facilities, preserving spaces for actual transit riders. When the program was implemented at high-demand stations within Equity Focus Communities (EFCs), parking rates were introduced at 30% lower than those at non-EFCs stations. This reduced rate remains in effect at three of the 24 Metro stations with parking: El Monte, Atlantic, and Indiana.

Looking ahead, the program also aims to improve service at future parking facilities in preparation for major events, including the FIFA World Cup 2026. Additionally, staff are evaluating a discounted

parking fee structure for riders who qualify for the Low-Income Fare is Easy (LIFE) program.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (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. These declining VMT trends are due in part to Metro's significant investment in rail and bus transit.*

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. The Parking Management Program contributes to VMT reduction by encouraging transit use and optimizing access to Metro services. By prioritizing parking for verified transit riders, implementing demand-based pricing, and preventing non-transit users from occupying parking spaces, the Program supports a mode shift away from single-occupancy vehicle travel.

The Program enables more people to complete their trips using transit through improved parking availability and more efficient first/last-mile access, which helps to significantly reduce the amount of time a patron must drive to access a parking space. This aligns with Metro's broader sustainability goals by helping to reduce congestion, greenhouse gas emissions, and overall VMT in Los Angeles County. 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

The recommendation supports the following strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this contract modification. However, this is not recommended, as the Program is a key element of the Master Plan and essential for long-term parking demand management. The contract modification is necessary to effectively manage transit parking demand during large-scale international events, such as the FIFA World Cup 2026. These events require enhanced support through a temporary reservation system and additional facilities to meet the anticipated surge in ridership, provide a positive customer experience, maintain current operations, and support further implementation of the Program.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to Contract No. PS66007000 with Joe's

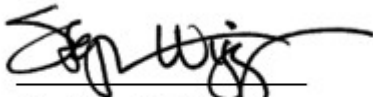
Auto Parks to exercise the two, one-year options and extend the performance period through September 1, 2027.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Nicky Galarza, Transportation Planning Manager (213) 547-4213
Frank Ching, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3033
Michael Cano, Senior Executive Officer (Interim), Multimodal Integrated Planning, (213) 418-3010
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

1.	Contract Number: PS66007000			
2.	Contractor: L & R Auto Parks, Inc. DBA Joe's Auto Parks			
3.	Mod. Work Description: Exercise the two, one-year options.			
4.	Contract Work Description: Systemwide Parking Operator Services			
5.	The following data is current as of: 6/2/25			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$26,878,513
	4/23/20			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$0
	N/A			
	Original Complete Date:		Pending Modifications (including this action):	\$13,491,977
	9/2/25			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$40,370,490
	9/1/27			
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Frank Ching		Telephone Number: (213) 922-3033	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued to exercise the two, one-year options for Systemwide Parking Operator Services extending the period of performance from September 2, 2025 through September 1, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On April 23, 2020, the Board awarded a five-year base and two, one-year options contract to L & R Auto Parks, Inc. DBA Joe's Auto Parks for Systemwide Parking Operator Services.

A total of one modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on the firm's fixed price that was established and evaluated as part of the competitive contract awarded in April 2020. The Independent Cost Estimate (ICE) is based on the negotiated firm fixed price for the option years.

Proposal Amount	Metro ICE	Recommended Amount
\$13,491,977	\$13,491,977	\$13,491,977

This Contract is a net revenue-generating contract. The contractor covers all equipment and operating costs and is compensated through the parking revenue collected on behalf of Metro.

CONTRACT MODIFICATION/CHANGE ORDER LOG
SYSTEMWIDE PARKING OPERATOR SERVICES / PS66007000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of performance (POP) extension through 9/2/25.	Approved	4/11/25	\$0
2	Exercise the two one-year options extending the POP from 9/2/25 through 9/1/27.	Pending	Pending	\$13,491,977
	Modification Total:			\$13,491,977
	Original Contract:		4/23/20	\$26,878,513
	Total:			\$40,370,490

DEOD SUMMARY

SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

A. Small Business Participation

L & R Auto Parks, Inc. dba Joe's Auto Parks made a 0.63% Small Business Enterprise (SBE) commitment for the revenue-generating contract. The current SBE participation is 0.60%, representing a shortfall of 0.03%. Joe's Auto Parks reported that it expects the shortfall to be mitigated by increasing the utilization of its SBE subcontractor for major upcoming events that will require temporary parking locations and additional parking management solutions.

Small Business Commitment	0.63% SBE	Small Business Participation	0.60% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Park Consulting	0.63%	0.60%
	Total	0.63%	0.60%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable on this modification. Metro staff will continue to monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate of \$23.59 per hour (\$17.64 base + \$5.95 health benefits), including yearly increases. In addition, contractors are responsible for submitting the required reports for the LW/SCWRP to determine overall compliance.

C. Prevailing Wage Applicability

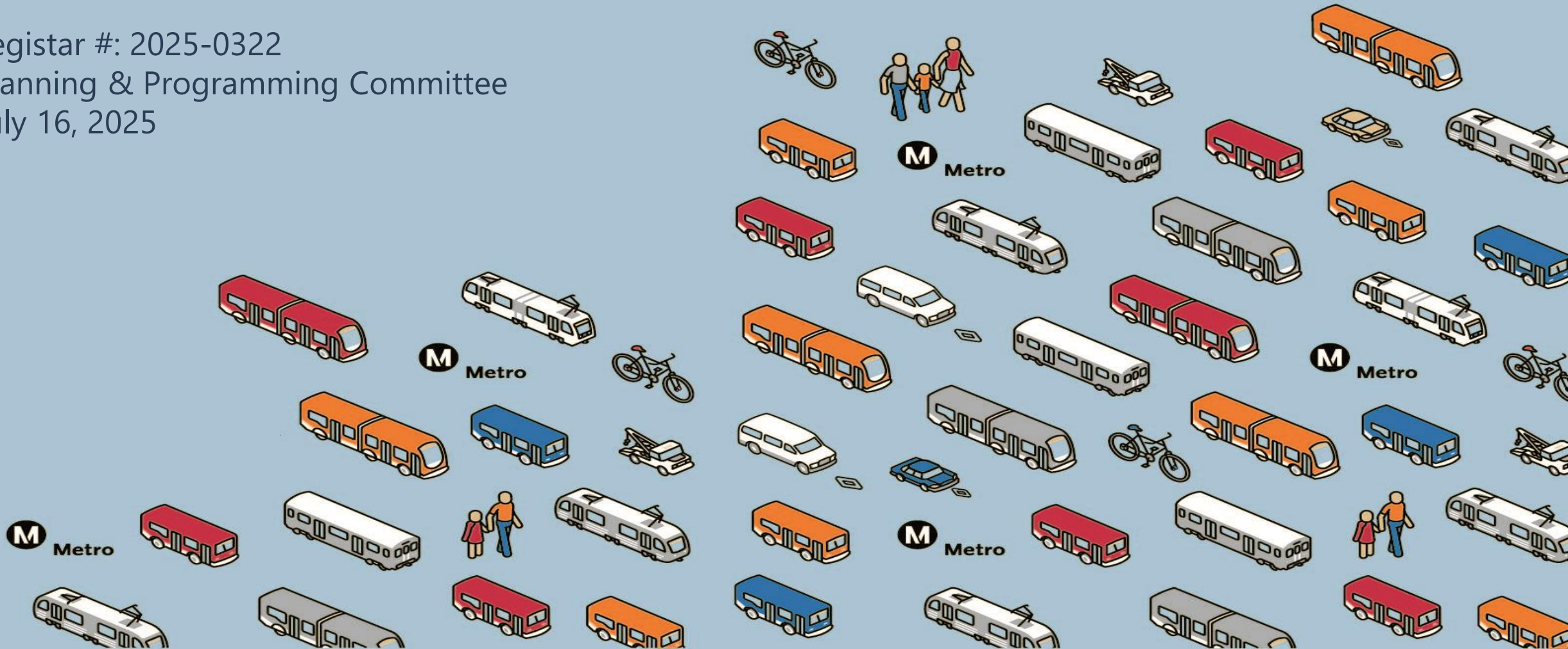
Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

Metro Systemwide Parking Operator Services

Legistar #: 2025-0322
Planning & Programming Committee
July 16, 2025



Recommendation

Consider:

- AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) to exercise the two, one-year options for \$13,491,977, increasing the total contract value from \$26,878,513 to \$40,370,490; and to extend the period of performance from September 2, 2025, to September 1, 2027, covering park and ride facilities at up to 72 transit stations across Los Angeles County.



Parking Management Program

Program Goals

- Manage transit parking demand by implementing Metro's Supportive Transit Parking Program (STPP) and Metro Parking Ordinance (Admin Code 8)
- Retain parking availability for transit users.

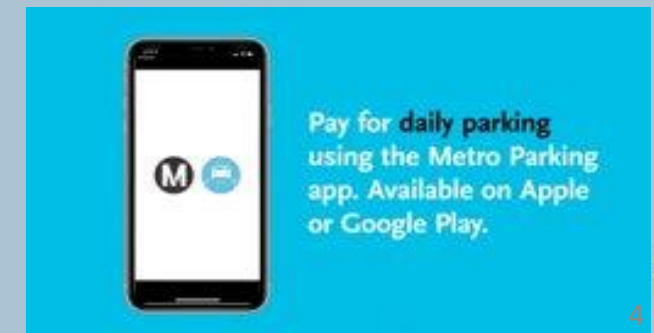
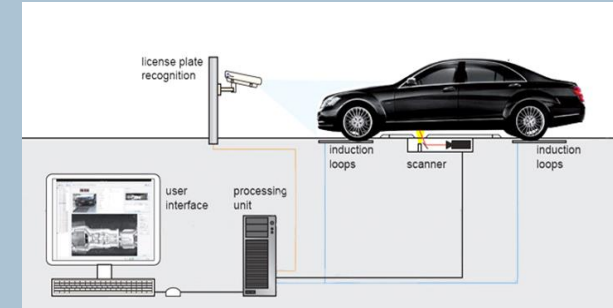
Contract Scope

- Operate and maintain the STPP, including collecting parking revenues, maintaining revenue control equipment, parking permit management, and other parking management related duties.
- Develop and implement innovative solutions for the STPP.
- Evaluate the needs for expanding the parking management program based on Metro's growing transit system and changes in demand.
- Special events parking management



Innovative Solutions – Parking Management

- Ridership Verification System (RVS)
- Metro Parking App & Multiple Payment Solutions
 - Parking Pay Machines
 - Pay by QR Code
 - Apple and Google Pay
- Gateless and Ticketless Parking
- Digital License Plate Permits
- Parking Reservation System.



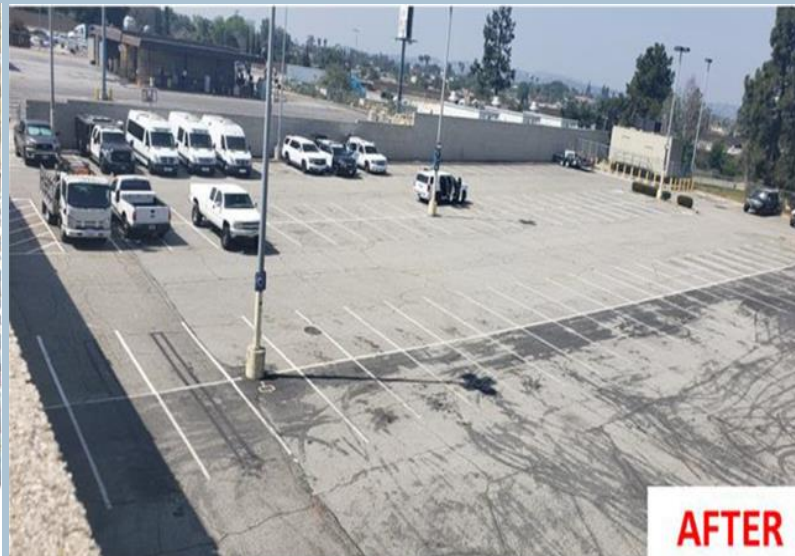
Financial Impact and Next Steps

Financial Impact

- Approval of this parking management services contract would have no financial impact on the agency. This contract generates revenue for the Program, with the contractor's operating costs deducted from collected gross parking revenue. Metro retains the net revenue.

Next Steps

- Staff will execute Modification No. 2 to exercise Option Years 6 & 7





Board Report

File #: 2025-0370, File Type: Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH, REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH, AND REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 1 to the Countywide Planning & Development Bench Contract Nos. PS95050000 through PS95050025 to increase the three-year base period funding amount by \$15 million, increasing the total Not-To-Exceed (NTE) cumulative base contract amount from \$30 million to \$45 million;
- B. EXECUTE Modification No. 4 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to exercise the second, one-year option term in the amount of \$2 million, increasing the total NTE cumulative contract amount from \$27 million to \$29 million and extending the period of performance from August 14, 2025, to August 13, 2026; and
- C. EXECUTE Modification No. 2 to the Regional Rail Strategic Financial Advisory On-Call Services Bench Contract Nos. PS66571-2000 through PS66571-2005 to exercise the first, one-year option term in the amount of \$1 million, increasing the total NTE cumulative contract amount from \$6.4 million to \$7.4 million and extending the period of performance from December 7, 2025, to December 6, 2026.

ISSUE

Countywide Planning & Development's (CP&D) three bench contracts are seeking Board authority to modify the authorized amount and/or to execute options to address both ongoing and increasing needs in light of major upcoming work, including the preparation for the Fédération Internationale de Football Association (FIFA) World Cup 2026, LA28 Games, cost benefit analysis for all projects, and the Measure M Decennial Review process. Although CP&D manages the three benches, multiple departments access and utilize these benches for high-priority and mission-critical projects as mentioned above.

BACKGROUND

CP&D uses these three bench contracts to expedite procurement and facilitate issuing task orders in a timely manner. In addition, executive leadership addresses high priority and critical mission activities such as aligning regional rail investments with long-term strategic objectives and navigating evolving funding landscapes.

CP&D Bench

In October 2023, the Board approved the award of 26 bench Contract Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for a three-year base term in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a NTE cumulative total funding amount of \$50 million. The Board authorized the Chief Executive Officer to award and execute Task Orders within the total approved NTE funding limit of \$30.0 million. Staff have executed, to date, task orders and task order modifications totaling \$11.6 and \$17.4 pending task orders with \$1.1 million in authorized funding remaining.

CP&D manages this bench; however, multiple departments request access as task orders are awarded efficiently. The bench comprising eight disciplines is as follows: transportation planning, environmental planning, economic & financial analysis, sustainability/active transportation, demand modeling & geographic information system (GIS), research & surveying, parking management, and community design & land use.

Over the past one and a half years, the CP&D Bench has expedited technical studies (Attachment D). Many of the projects and studies listed in the bench contract categories, once identified, must be initiated and completed in a relatively short period. The CP&D Bench allows task orders to be awarded more efficiently since the initial qualification reviews have been completed.

Regional Rail Planning and Environmental On-Call Services Bench

In April 2019, the Board approved the award of 6 bench Contract Nos. AE5672000 through AE5672005 Regional Rail Planning and Environmental On-Call Services (PEOCS) Bench for a five-year base term in the funding amount of \$10 million, and two one-year options, in the funding amount of \$2 million for each option year, for a cumulative NTE total funding amount of \$14 million. The Board authorized the Chief Executive Officer to award and execute Task Orders within the total approved NTE funding limit of \$10 million.

The PEOCS Bench was established to support the Class 1 regional rail projects for commuter, intercity, and future high-speed rail service expansion within Los Angeles County, including conceptual planning, modeling, feasibility studies, station planning, preliminary engineering, and environmental clearance.

Due to the post-COVID resumption of activities and in preparation for the LA28 Games, the PEOCS bench exceeded demand expectations and had drawn down the \$10 million five-year base contract value sooner than expected, with requests from departments across the agency. In June 2023, the Board approved a \$15 million increase to the bench for the issuance of additional task orders to support the Regional Rail (now Passenger Rail Planning) Program. In June 2024, the Board

approved the exercise of the first, one-year option term, increasing the bench from \$25 million to \$27 million and extending the period of performance to August 13, 2025.

Regional Rail Strategic Financial Advisory On-Call Services Bench

In October 2020, the Board approved the award of 6 bench Contract Nos. PS66571-2000 through PS66571-2005 under the Regional Rail Strategic Financial Advisory On-Call Services (SFAOCS) Bench for a five-year base term in the funding amount of \$6 million, and two one-year options, in the funding amount of \$1 million for each option year, for a NTE cumulative total funding amount of \$8 million. The Board authorized the Chief Executive Officer to award and execute Task Orders within the total approved NTE funding limit of \$6.0 million. In May 2025, the Board approved a task order modification for \$400,000, increasing the overall NTE funding limit to \$6.4 million.

The current SFAOCS Bench went into effect October 23, 2020 to support the funding and delivery of capital projects under the Metro Regional Rail Program. At that time, base contracts, with two one-year option terms, were awarded to selected firms under two disciplines: Financial Advisory Support Services and Strategic Advisory/Advocacy Services.

These services are intended to provide innovative financial and strategic support for projects not funded under Measure M, such as Link Union Station Phase B and various grade separation and double-track projects. Task orders are funded through existing project budgets previously approved by the Board.

The on-call contracts enable the timely execution of financial and strategic advisory services that help close funding gaps and accelerate project delivery in collaboration with other passenger and freight rail stakeholders.

DISCUSSION

CP&D's three bench contracts are seeking Board authority to increase the authorized NTE amounts and/or to execute option terms to address both ongoing and increasing needs in light of upcoming work, including the FIFA World Cup, LA28 Games, cost benefit analysis for all projects, and the Measure M Decennial process. Although CP&D manages the three benches, outside departments access and utilize these benches for high-priority and mission-critical projects as mentioned above.. All LA28 Games efforts will be coordinated closely with Metro's Office of Strategic Innovation.

CP&D Bench

When the CP&D Bench was originally approved, staff notified the Board that they would return to request an increase in contract funding when the project changes or schedule accelerations exceeded our assumptions and exhausted the approved total contract base value before the end of the contract period . It has proven to be a very successful method of reducing staff resources expended on procuring service contracts and allowing for projects to be completed more efficiently.

Since the CP&D Bench was established in 2024, 14 task orders in five disciplines have been awarded, totaling \$11.6 million. Several task orders issued were in response to Board-directed initiatives, such as the Urban Greening Grant Program to provide effective heat mitigation strategies, Countywide BRT Technical Study to examine BRT improvements on all corridors, and the Business

Interruption Fund Assessment to analyze business corridors under construction. Others are for regulatory compliance, such as the Coordinated Plan Update to comply with Federal Section 5310, Grant Management Oversight process & procedure update for FTA policy compliance. The remaining task orders are for planning activities, such as environmental studies and station design, many of which are required to meet grant deadlines and/or to secure funding for future project phases, such as advanced design and construction.

Additionally, there are six task orders in process across the seven disciplines with a projected award amount totaling \$17.4 million, including the management-directed Accelerating Customer Experience initiative, efforts to meet the Board's goal of producing 10,000 housing units, time sensitive efforts related to the Games, and regulatory compliance, such as Union Station Accessibility Compliance Review & Technology & Parking Operations Study.

As a result, staff recommend increasing and accelerating the total funding value for the three-year base period from \$30 million to \$45 million with a total contract value of \$65 million for the CP&D Bench.

Regional Rail PEOCS Bench

To date, 11 task orders have been issued against the PEOCS Bench, totaling \$20.3 million (Attachment D). Four more task orders are anticipated to be issued during the Summer and Fall of 2025, at an estimated value of \$5.3 million (Attachment E). This would increase the total value of task orders issued to approximately \$25.6 million and use approximately 95% of the current PEOCS Bench capacity. Staff is requesting the approval of Recommendation B to exercise the option term and increase funding as a contingency for future Board and/or CEO initiatives.

PEOCS Authority Funding Total	\$ 27.0 million
Less Task Orders Issued (as of 5/22/25)	(\$ 20.3 million)
Less Additional Task Orders Anticipated (Summer/Fall 2025)	(\$ 5.3 million)
Remaining Balance	\$ 1.4 million

Regional Rail SFAOCS Bench

To date, seven task orders have been issued against the SFAOCS Bench, totaling almost \$6.4 million, leaving only \$14,520 of the total contract capacity remaining. This minimal remaining capacity is insufficient to support anticipated financial and strategic advisory needs in the coming fiscal year. Therefore, staff are seeking authority to exercise the option term to increase funding capacity.

Staff anticipate a need for grant evaluation support, as Metro continues to pursue competitive funding opportunities to close capital project funding gaps. Additionally, the SFAOCS consultants provide general financial and strategic advice that informs decision-making on complex funding and delivery strategies. These insights support executive leadership in aligning regional rail investments with long-term strategic objectives and navigating evolving funding landscapes. The contracts also support legislative coordination, policy analysis, and interagency engagement in collaboration with Metro's Government Relations team, ensuring a consistent and informed approach to external advocacy.

Staff recommend exercising the option term and increasing the contract capacity to ensure the continued availability of these specialized advisory services, avoiding disruption to active and planned work efforts, and maintaining flexibility to respond quickly to new funding opportunities and Board directives.

DETERMINATION OF SAFETY IMPACT

The approval of the staff recommendations will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

The approval of the staff recommendations will have no impact on the FY26 budget. Funding for FY26 task orders is within the current approved CP&D budget. New task orders in FY26 will have an approved funding source before each task order is initiated. The Chief Planning Officer will be responsible for budgeting costs for FY26 and FY27.

Impact to Budget

The funding for each task order will vary based on the specific scope of work for each CP&D effort. The funding for these task orders is dependent upon the specific project, which can come from multiple CP&D cost centers and projects. Generally, Propositions A and C, Measure M, Measure R and the Transportation Development Act (TDA) Administration funds will be used for planning activities that are not eligible for Metro bus or rail capital and operations.

EQUITY PLATFORM

CP&D projects are designed and implemented with the requirement for community engagement to ensure that consideration and service to Equity-Focused Communities (EFC) and other impacted areas or population groups are included. All projects utilizing the CP&D Bench have been evaluated through the Metro Budget Equity Assessment Tool and EFC Budget Assessment during Metro's annual budget process. Furthermore, the Diversity and Economic Opportunity Department (DEOD) included requirements for Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE) and Disadvantaged Business Enterprise (DBE) firms to propose as primes and for proposers to include on their teams as part of their submittal.

The CP&D Bench Contractors have made aggregate SBE commitments totaling 29.39% on 14 awarded TOs, which are at various stages of completion. The current level of SBE participation is 30.82%, exceeding the aggregate commitment by 1.43%. The Contractors also made aggregate DVBE commitments totaling 3.44% on the awarded task order, which are also at various stages of completion. The current level of DVBE participation is 3.07%, representing a collective shortfall of 0.37%. The two (2) federally funded TOs were awarded to two (2) SB Primes who made aggregate DBE commitments totaling 69.05%, which are at various stages of completion. The current level of DBE participation is 90.88%, exceeding the aggregate commitment by 21.83%. See Attachment C-1 for DEOD summaries of SBE, DVBE, and DBE goal attainment for each task order.

Each PEOCS bench prime consultant made an overall 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment on the Regional Rail Planning and Environmental On-Call Services task order contracts. To date, eleven (11) task orders have been awarded to six (6) different primes, and the overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. See Attachment C-2 for DEOD summaries of SBE, DVBE, and DBE goal attainment for each prime consultant.

Each SFAOCS bench prime consultant made an overall 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment on the Strategic Financial Advisory On-Call Services task order contracts. To date, seven (7) task orders have been awarded to four (4) different primes, and the overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. Sperry Capital, Inc. has not been awarded task orders to date. See Attachment C-3 for DEOD summaries of SBE, DVBE, and DBE goal attainment for each prime consultant.

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. Recommendations A, B and C will provide more time and funding capacity to award task orders for CP&D activities. The completed task orders will advance projects and support Metro's systemwide strategy to reduce VMT through CP&D 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 and future investments, and this item aligns with those objectives.

*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 staff recommendations support Metro CP&D's efforts to improve service reliability and mobility, plan for future service capacity, provide better network integration and transit connectivity through and within Los Angeles County.

Recommendations A, B, and C are consistent with the following strategic plan goals:

- Goal 1.1: Expand the transportation network and increase mobility for all uses;
- Goal 1.2: Improve LA County's overall transit network and assets;

- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Strategic Plan;
- Goal 5.1: Leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in the Strategic Plan; and,
- Goal 5.2: Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board could choose not to approve Recommendation A. The award of these CP&D task orders would then need to be pursued as separate procurements, which, for each task order, could potentially take many more months to complete. This result would limit CP&D's ability to respond quickly to needs and meet tight project delivery schedule constraints. Additionally, our experience has shown that the cost of professional service contracts is higher than two years ago. The increase to the CP&D three-year base term funding amount from \$30 million to \$45 million will provide sufficient capacity to issue task orders in a timely manner. Therefore, staff recommend that the Board approve Recommendation A.

The Board could choose not to approve Recommendations B and C. This is not recommended as the existing PEOCS bench expires August 13, 2025, and the SFAOCS bench expires December 6, 2025. Staff currently have several task orders in development, scheduled to be executed in the Summer and Fall of 2025. Without approval of Recommendations B and C to exercise the one-year option terms to the PEOCS and SFAOCS benches, Metro Regional Rail and Strategic Financial Planning would no longer be able to issue on-call task orders, some of which are for mission-critical planning and financial services efforts. Exercising the one-year option to the PEOCS and SFAOCS benches will provide additional time and funding capacity for future Board or CEO initiatives. Therefore, staff recommend that the Board also approve Recommendations B and C.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to the CP&D Bench Contract Nos. PS95050000 through PS95050025, Modification No. 4 to the Regional Rail PEOCS Bench Contract Nos. AE56752000 through AE56752005, and Modification No. 2 to the Regional Rail SFAOCS Bench Contract Nos. PS66571-2000 through PS66571-2005.

Staff will continue to issue task orders for specific work in the CP&D, PEOCS, and SFAOCS Benches. The applicable SBE, DVBE, and/or DBE goal requirements will be set for each task order. Staff will work with contractors to ensure they each fulfill their SBE and DVBE commitments

ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment A-3 - Procurement Summary
Attachment B-1 - Contract Modification/Change Order Log

Attachment B-2 - Contract Modification/Change Order Log
Attachment B-3 - Contract Modification/Change Order Log
Attachment C-1 - DEOD Summary
Attachment C-2 - DEOD Summary
Attachment C-3 - DEOD Summary
Attachment D - Obligated Task Orders
Attachment E - Future Anticipated or Representative Task Orders

Prepared by: Jay Fuhrman, Senior Manager, Transportation Planning,
(213) 547-4381
Christina Long, Deputy Executive Officer, Strategic Financial Planning, (213) 922-4652
Linnea Berg, Senior Director, Countywide Planning and Development, (213) 922-2815
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

COUNTYWIDE PLANNING & DEVELOPMENT BENCH / PS95050000-PS95050025

1.	Contract Numbers: PS95050000 - PS95050025			
2.	Contractors: AECOM Technical Services, Inc., Alta Planning + Design, Anil Verma Associates, Inc., Cambridge Systematics, Inc., CR Associates, Inc., ECONorthwest, Ernst & Young Infrastructure Advisors, LLC, Gensler, Gruen Associates, HNTB Corporation, Impact Sciences, Inc., Jacobs Engineering Group, Inc., Kimley-Horn & Associates, Inc., Michael Baker International, Morgner Construction Management, Mott MacDonald, LLC, Parsons Transportation Group, Inc., Raimi & Associates, Inc., Resource System Group, Inc., Steer Davies & Gleave Inc., STV Incorporated, Terry A. Hayes Associates, Inc., Toole Design Group Engineering, Inc., TransLink Consulting, LLC, Walker Consultants, Inc., and WSP USA, Inc.			
3.	Mod. Work Description: Increase the Not-To-Exceed (NTE) cumulative contract amount for the base term.			
4.	Contract Work Description Provide professional services across eight disciplines: transportation planning, environmental planning, economic and financial analysis, sustainability/active transportation, demand modeling and geographic information system, research and surveying, parking management, and community design and land use.			
5.	The following data is current as of: 6/3/25			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	10/26/23	Contract Award Amount:	Not-to-Exceed (NTE) \$30 million
	Notice to Proceed (NTP):	1/8/24	Total of Modifications Approved:	\$0
	Original Complete Date:	1/7/27	Pending Modifications (including this action):	\$15 million
	Current Est. Complete Date:	1/7/27	Current Contract Value (with this action):	NTE \$45 million
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Linnea Berg		Telephone Numbers: (213) 922-2815	

A. Procurement Background

This Board Action is to execute Modification No. 1 to the Countywide Planning & Development (CP&D) Bench Contract Nos. PS95050000 through PS95050025 to increase the three-year base period funding amount by \$15 million, increasing the total NTE cumulative contract amount from \$30 million to \$45 million.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On October 26, 2023, the Board approved the award of 26 bench Contract Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for a three-year base term in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a NTE cumulative total funding amount of \$50 million.

No modification has been issued to date.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Each future task order RFP will contain a specific scope of services which will be competed with the firms within the discipline. The Bench contractors will propose according to the requirements in the task order and a cost/price analysis will be performed, as appropriate, before task orders are awarded.

PROCUREMENT SUMMARY
REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000-AE56752005

1.	Contract Numbers: AE56752000 - AE56752005			
2.	Contractors: Gensler, HDR Engineering, Inc., CH2M Hill Inc. (Jacobs/CH2M), Mott MacDonald, LLC, STV Incorporated and WSP USA			
3.	Mod. Work Description : Exercise second, one-year option term.			
4.	Contract Work Description Provide planning and environmental on-call services.			
5.	The following data is current as of: 6/5/25			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	5/23/19	Contract Award Amount:	Not-to-Exceed (NTE) \$10,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$17,000,000
	Original Complete Date:	8/13/25	Pending Modifications (including this action):	\$2,000,000
	Current Est. Complete Date:	8/13/26	Current Contract Value (with this action):	NTE \$29,000,000
7.	Contract Administrator: Andrew Conriquez		Telephone Number: (213) 922-3528	
8.	Project Manager: Jay Fuhrman		Telephone Numbers: (213) 547-4381	

A. Procurement Background

This Board Action is to execute Modification No. 4 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to exercise the second, one-year option term extending the period of performance from August 14, 2025 through August 13, 2026. This Contract Modification will increase the total NTE cumulative contract amount by \$2,000,000 from \$27,000,000 to \$29,000,000.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On May 23, 2019, the Board approved the award of six task order-based on-call Contract Nos. AE56752000 through AE56752005 for Regional Rail Planning and Environmental On-Call Services for a five-year base term in the cumulative NTE amount of \$10,000,000.

Three modifications have been issued to date.

Refer to Attachment B-2 – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Firm fixed hourly rates were negotiated and established when the contracts were awarded. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

PROCUREMENT SUMMARY
REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL
SERVICES BENCH / PS66571-2000-PS66571-2005

1.	Contract Number: PS66571-2000 – PS66571-2005			
2.	Contractors: Deloitte Transactions and Business Analytics LLP, Ernst & Young Infrastructure Advisors, LLC, InfraStrategies LLC, Sperry Capital, Inc., and WSP USA, Inc.			
3.	Mod. Work Description : Exercise first, one-year option term.			
4.	Contract Work Description Provide financial advisory and strategic advisory/advocacy on-call services.			
5.	The following data is current as of : 6/5/25			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	10/23/20	Contract Award Amount:	Not-to-Exceed (NTE) \$6,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$400,000
	Original Complete Date:	12/6/25	Pending Modifications (including this action):	\$1,000,000
	Current Est. Complete Date:	12/6/26	Current Contract Value (with this action):	NTE \$7,400,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Craig Hoshijima		Telephone Numbers: (213) 547-4290	

A. Procurement Background

This Board Action is to execute Modification No. 2 to the Regional Rail Strategic Financial Advisory On-Call Services Contract Nos. PS66571-2000 through PS66571-2005 to exercise the first, one-year option term extending the period of performance from December 7, 2025 through December 6, 2026. This Contract Modification will increase the total NTE cumulative contract amount by \$1,000,000 from \$6,400,000 to \$7,400,000.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On October 23, 2020, the Board approved the award of six task order-based on-call Contract Nos. PS66571-2000 through PS66571-2005 for Regional Rail Strategic

Financial Advisory On-Call Services for a five-year base term in the cumulative NTE amount of \$6,000,000.

One modification has been issued to date.

Refer to Attachment B-3 – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Firm fixed hourly rates were negotiated and established when the contracts were awarded. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

COUNTYWIDE PLANNING & DEVELOPMENT (CP&D) BENCH

PS95050000 - PS95050025

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Increase base term NTE cumulative funding amount	Pending	Pending	\$15,000,000
	Modification Total:			\$15,000,000
	Original Contract:		10/26/23	\$30,000,000
	Total:			\$45,000,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH / AE56752000-AE56752005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	SP-19 Ordering (Indefinite Delivery/Quantity Contracts) deleted and added Exhibit I – Supplemental Ordering Process.	Approved	11/7/19	\$0
2	Increase cumulative Not-To-Exceed (NTE) contract amount	Approved	6/22/23	\$15,000,000
3	Exercise first, one-year option term extending the period of performance (POP) through 8/13/25.	Approved	6/20/24	\$2,000,000
4	Exercise second, one-year option term extending the POP through 8/13/26.	Pending	Pending	\$2,000,000
	Modification Total:			\$19,000,000
	Original Contract:		5/23/19	\$10,000,000
	Total:			\$29,000,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH / PS66571-2000-PS66571-2005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Increase cumulative Not-To-Exceed (NTE) contract amount.	Approved	5/19/25	\$400,000
2	Exercise first, one-year option term extending the period of performance through 12/6/26.	Pending	Pending	\$1,000,000
	Modification Total:			\$1,400,000
	Original Contract:		10/23/20	\$6,000,000
	Total:			\$7,400,000

DEOD SUMMARY**COUNTYWIDE PLANNING & DEVELOPMENT BENCH / PS95050000 TO PS95050025****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) reviews each task order (TO) RFP issued under the County-wide Planning and Development (CPD) Bench to determine a contract-specific goal for planning, architectural and engineering services. A Disadvantaged Business Enterprise (DBE) (Federal funding), or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) (Non-Federal funding) goal may be established based on the mix of funding source and scope of work for each respective TO. Bench participants are required to meet the SBE/DVBE goal to be considered for award. If a DBE goal is established, the Bench participant is to meet the goal or demonstrate good faith efforts to be considered for award.

To date, fourteen (14) task orders have been awarded to twelve (12) primes on the bench. Twelve (12) TO's were non-federally funded and SBE/DVBE goals were established. Two (2) TO's were federally funded, and a DBE goal was established. The CPD bench is not subject to set-aside as none of the disciplines have more than 3 SBE firms. However, two (2) TO's were awarded to self-performing DBE and SBE Primes. Two (2) of the awarded TOs are meeting or exceeding their SBE/DVBE commitment(s).

The CPD Bench Contractors have made aggregate SBE commitments totaling 29.39% on the awarded TOs which are at various stages of completion. The current level of SBE participation is 30.82%, exceeding the aggregate commitment by 1.43%. The Contractors also made aggregate DVBE commitments totaling 3.44% on the awarded task order which are also at various stages of completion. The current level of DVBE participation is 3.07%, representing a collective shortfall of 0.37%. The two (2) federally funded TO's, were awarded to two (2) SB Primes who made aggregate DBE commitments totaling 69.05%, which are at various stages of completion. The current level of DBE participation is 90.88%, exceeding the aggregate commitment by 21.83%.

Several TOs listed in the tables below have zero participation because they were recently awarded, and no payments have been reported yet. For those TOs that are in shortfall, DEOD has been in contact with the CPD Bench Contractors and have reviewed their updated mitigation strategies to ensure compliance with Metro's small business requirements. To facilitate monitoring efforts, Project Managers and Contract Administrators also have access to Metro's web-based compliance monitoring system to track (real-time) small business participation for all TOs issued.

To-date Metro has not awarded task orders to Anil Verma Associates, Cambridge Systematics, Chen Ryan Associates, ECONorthwest, ERNST & Young Infrastructure Advisors, Gensler Architecture, Design & Planning, Gruen Associates, Impact Sciences, Michael Baker International, Inc., Raimi & Associates, STV Incorporated, Terry A. Hayes Associates, Toole Design Group, and WSP USA.

Staff will continue to work with each prime consultant team to ensure they meet or exceed the DBE, SBE and DVBE commitments by the completion of the program.

Task Orders Awarded to AECOM Technical Services, Inc.:
PS127773-9505

	SBE Contractor(s)	% Commitment	% Participation
1.	GCAP Services, Inc.	30.01%	0.00%
	Total	30.01%	0.00%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Casamar Group, LLC	3.05%	0.00%
	Total	3.05%	0.00%

Task Orders Awarded to Alta Planning + Design (APD):
PS123210-9505001

	SBE Contractor(s)	% Commitment	% Participation
1.	Foursquare Integrated Transportation Planning	27.34%	55.59%
	Total	27.34%	55.59%

	DVBE Contractor(s)	% Commitment	% Participation
1.	MA Engineering	3.17%	0.00%
	Total	3.17%	0.00%

Task Orders Awarded to HNTB Corporation (HNTB):
PS126761-9505002

	SBE Contractor(s)	% Commitment	% Participation
1.	Cityworks Design	30.03%	14.43%
	Total	30.03%	14.43%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Virtek Company	5.32%	0.00%
	Total	3.10%	0.00%

Task Orders Awarded to Jacobs Engineering Group, Inc.:
PS121752-9505001

	SBE Contractor(s)	% Commitment	% Participation
1.	Deborah Murphy Urban Design + Planning	8.10%	7.62%

2.	Estolano Advisors	26.29%	22.63%
	Total	34.39%	30.25%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Craftwater Engineering	3.65%	0.00%
	Total	3.65%	0.00%

PS127021-9505001

	SBE Contractor(s)	% Commitment	% Participation
1.	Arellano Associates, LLC	37.74%	18.78%
	Total	37.74%	18.78%

	DVBE Contractor(s)	% Commitment	% Participation
1.	MA Engineering	3.43%	0.00%
	Total	3.43%	0.00%

PS128946-9505002

	SBE Contractor(s)	% Commitment	% Participation
1.	Estolano Advisors	15.68%	0.00%
2.	Here Design Studio, LLC	25.54%	0.00%
	Total	41.22%	0.00%

	DVBE Contractor(s)	% Commitment	% Participation
1.	MA Engineering	3.43%	0.00%
	Total	3.43%	0.00%

Task Orders Awarded to Kimley-Horn & Associates, Inc. (KHA):

PS124089-9505001

	SBE Contractor(s)	% Commitment	% Participation
1.	Here Design Studio LLC	8.11%	7.93%
2.	System Metrics Group, Inc.	5.96%	0.00%
3.	TransLink Consulting, LLC	7.93%	28.92%
	Total	22.00%	36.85%

	DVBE Contractor(s)	% Commitment	% Participation
1.	MA Engineering	3.02%	0.00%
	Total	3.17%	0.00%

Task Orders Awarded to Morgner Technology Management (MTM):

PS129354-9505001

	DBE Contractor(s)	% Commitment	% Participation
1.	Morgner Technology Management (SB Prime)	30.02%	0.00%
2.	Community Connections, LLC	13.29%	0.00%
	Total	43.31%	0.00%

**Task Orders Awarded to Mott MacDonald, LLC (Mott):
PS122779-9505001**

	SBE Contractor(s)	% Commitment	% Participation
1.	AIMTD LLC	2.85%	0.00%
2.	FPL and Associates, Inc.	10.21%	5.52%
3.	JCL Consulting Group, Inc.	1.57%	0.00%
4.	Terry A. Hayes Associates, Inc.	4.29%	
5.	Transportation Management & Design, Inc.	8.52%	
	Total	27.44%	30.25%

	DVBE Contractor(s)	% Commitment	% Participation
1.	The Lebaugh Group	8.52%	0.00%
	Total	8.52%	0.00%

**Task Orders Awarded to Parsons Transportation Group, Inc. (PTG):
AE124849-9505001**

	SBE Contractor(s)	% Commitment	% Participation
1.	PacRim Engineering	24.24%	33.51%
	Total	24.24%	33.51%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Conaway Geomatics	4.69%	12.63%
	Total	4.69%	12.63%

**Task Orders Awarded to Resource System Group, Inc. (RSG):
PS123403-9505**

	SBE Contractor(s)	% Commitment	% Participation
1.	Anik Inc.	40.57%	43.51%
	Total	40.57%	43.51%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Sam Scully Staffing, Inc.	3.10%	3.43%
	Total	3.10%	3.43%

**Task Orders Awarded to Steer Davies & Gleave Inc. (SDG):
PS123034-9505001**

	SBE Contractor(s)	% Commitment	% Participation
1.	Estolano Advisors	26.17%	23.55%
2.	Chen Ryan Associates	9.95%	9.72%
	Total	36.12%	33.27%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Soar Environmental Consulting	7.93%	7.75%
	Total	7.93%	7.75%

**Task Orders Awarded to TransLink Consulting, LLC (TransLink):
PS123926-9505**

	DBE Contractor(s)	% Commitment	% Participation
1.	TransLink Consulting, Inc. (SB Prime)	42.94%	42.06%
2.	Arellano Associates, LLC	48.40%	48.32%
	Total	91.34%	90.38%

**Task Orders Awarded to Walker Consultants, Inc. (WCI):
PS125865-9505001**

	SBE Contractor(s)	% Commitment	% Participation
1.	AVS Consulting, Inc.	17.00%	11.45%
	Total	17.00%	11.45%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Nova Services	3.10%	3.66%
	Total	3.10%	3.66%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

DEOD SUMMARY

**REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000 TO AE56752005**

A. Small Business Participation

Each prime consultant made an overall 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment on the Regional Rail Planning and Environmental On-Call Services task order contracts. To date eleven (11) task orders have been awarded to six (6) different primes and the overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant.

1. Gensler (Gensler):

Gensler has been awarded three (3) task orders to date, and the current overall participation is 22.87% SBE and 0% DVBE, representing shortfalls of both the SBE and DVBE commitment of 1.13% and 3%, respectively. Gensler listed eight (8) SBE and DVBE subcontractors to perform on their task order. Gensler reported it expects the shortfall to be mitigated by the end of the project.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	22.87% SBE 0.00% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	Arellano Associates	1.32%	1.46%
2.	Clariss Strategy, Inc.	0.47%	0.76%
3.	Horton Lees Brogden Lighting Design, Inc.	1.33%	2.67%
4.	Kilograph	2.35%	3.27%
5.	PBS Engineers, Inc.	1.84%	4.66%
6.	RAW International	5.54%	7.17%
7.	Turner Engineering Corporation	1.80%	2.88%
	Total	14.65%	22.87%

2. HDR Engineering (HDR):

HDR has been awarded one task order to date, and the current overall participation is 24.51% SBE and 3.01% DVBE, exceeding both the SBE and DVBE commitments by 0.51% and 01%, respectively. HDR listed two (2) SBE and DVBE subcontractors to perform on their task order.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	24.51% SBE 3.01% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	Redman Consulting, LLC	24.18%	24.51%
	Total	24.18%	24.51%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Amheart Solutions	2.97%	3.01%
	Total	2.97%	3.01%

3. Jacobs Engineering Group (Jacobs):

Jacobs has been awarded two task orders to date, and the current overall participation is 20.53% SBE and 1.28% DVBE, representing shortfalls of both the SBE and DVBE commitment by 3.47% and 1.72%, respectively. Jacobs listed six (6) SBE and DVBE subcontractors to perform on their task orders. Jacobs contends, and is concurred by Metro's project manager, that significant portions of the DVBE's work is contained on upcoming invoices. Jacobs further contends that the work contained in modification 10 will bring Jacobs to fulfilling their commitment.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	20.53% SBE 1.28% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	Arellano Associates, LLC	1.06%	1.08%
2.	Deborah Murphy Urban Design + Planning	0.28%	0.11%
3.	Here Design Studio, LLC	0.95%	12.92%
4.	Translink Consulting	2.40%	5.69%
5.	Wagner Engineering & Survey, Inc.	0.64%	0.73%
	Total	5.33%	20.53%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Leland Saylor Associates	0.96%	1.28%
	Total	0.96%	1.28%

4. Mott MacDonald, LLC (Mott):

Mott has been awarded two task orders to date, and the current overall participation is 37.09% SBE and 2.72% DVBE, exceeding the SBE commitment by 13.09% and representing a 0.20% shortfall of the DVBE commitment. Mott has a shortfall mitigation plan on file and contends that the shortfall is result of The LeBaugh Group, Inc. having recently commenced work in May 2025. Mott further contends that the DVBE is expected to perform through the remainder of the task order (November 2025). Mott listed nine (9) SBE and DVBE subcontractors to perform on their task orders.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	37.09% SBE 2.72% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	BA, Inc.	9.17%	1.89%
2.	Cross-Spectrum Acoustics	1.00%	6.55%
3.	Pacific Railway Enterprises, Inc.	4.51%	0.27%
4.	Paleo Solutions	2.65%	1.97%
5.	Terry A. Hayes Associates	8.60%	8.94%
6.	Watearth, Inc.	2.75%	2.73%
7.	Zephyr UAS, Inc.	9.71%	14.74%
	Total	38.39%	37.09%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Leland Saylor Associates	3.16%	2.72%
2.	The LeBaugh Group, Inc. (Added)	3.03%	0.00%
	Total	6.19%	2.72%

5. STV Incorporated (STV):

STV has been awarded one task order to date, and the current overall participation is 17.44% SBE and 3.43% DVBE, representing a shortfall of the SBE commitment by 6.56% and exceeding the DVBE commitment by 0.43%. STV listed five (5) SBE and DVBE subcontractors to perform on their task order. STV contends, and is concurred by Metro's project manager, that the shortfall is due to the timing of tasks to be performed by SBEs and DVBEs. Many of the scopes to be performed by SBEs and DVBEs are upcoming and STV claims they will fulfill their commitments by the end of Task Order 1.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	17.44% SBE 3.43% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	Arellano Associates, LLC	6.07%	8.05%
2.	Here Design Studio, LLC	8.35%	7.88%
3.	Lenax Construction Services, Inc.	6.52%	0.97%
4.	Terry A. Hayes Associates	7.36%	0.54%
	Total	28.30%	17.44%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	The Lebaugh Group	3.68%	3.43%
	Total	3.68%	3.43%

6. WSP USA, Inc. (WSP):

WSP has been awarded two task orders to date, and the current overall participation is 29.89% SBE and 3.40% DVBE, exceeding both the SBE and DVBE commitments by 5.89% and 0.40%, respectively. STV listed three (3) SBE and DVBE subcontractors to perform on their task order.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Participation	29.89% SBE 3.40% DVBE
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	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	Peak Consulting Group, LLC	4.20%	8.00%
2.	Praxis HR LLC	17.97%	21.89%
	Total	22.17%	29.89%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	OhanaVets, Inc.	2.19%	3.40%
	Total	2.19%	3.40%

Staff will continue to work with each prime consultant team to ensure they meet or exceed the SBE/DVBE commitments by the completion of the program.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

DEOD SUMMARY

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL
SERVICES / PS66571-2000 TO PS66571-2005**A. Small Business Participation**

Each prime consultant made an overall 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment on the Strategic Financial Advisory On-Call Services task order contracts. To date seven (7) task orders have been awarded to four (4) different primes and the overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. Sperry Capital, Inc has not been awarded task orders to date.

1. Deloitte Transactions and Business Analytics LLP (Deloitte):

Deloitte has been awarded two (2) task orders to date, and the current overall participation is 0% SBE and 0% DVBE, representing shortfalls of both the SBE and DVBE commitment of 17% and 0%, respectively. Deloitte contends that it has not included SBE or DVBE participation to date, due to the specific nature in the scope of work, to which Metro's project manager concurred. Deloitte further contends that it intends to include the SBE/DVBE partners for future opportunities, where there is scope alignment.

Overall Small Business Commitment		17% SBE 6% DVBE	Overall Small Business Participation	0.00% SBE 0.00% DVBE
	SBE Contractor(s)		% Commitment	% Participation
1.	SHA Analytics		10.00%	0.00%
2.	Morgner Construction Mgmt		7.00%	0.00%
	Total		17.00%	0.00%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Virtek	3.00%	0.00%
2.	OCMI, Inc	3.00%	0.00%
	Total	6.00%	0.00%

2. Ernst & Young LLP Infrastructure Advisors, LLC (Ernst):

Ernst has been awarded one task order to date, and the current overall participation is 9.65% SBE and 1.93% DVBE, representing shortfalls of both the SBE and DVBE commitments by 7.35% and 1.07%, respectively. Ernst listed three (3) SBE and DVBE subcontractors to perform on their task order. Ernst contends that the shortfall is due to tasks assigned to its SBE subcontractor (BAE) later being deemed not

needed by Metro, which was concurred by Metro's project manager. Ernest further reported that its DVBE Alexander King was unable to perform its assigned work due to a lack of sufficient resources. Ernst reported that it has met with both firms to identify additional scope in their current task order, to help mitigate the shortfall, and will also identify other possible subcontracting opportunities by coordinating with Metro's project manager team.

Overall Small Business Commitment		17.14% SBE 3.04% DVBE	Overall Small Business Participation	9.65% SBE 1.93% DVBE
	SBE Contractor(s)		% Commitment	% Participation
1.	BAE Urban Economics		14.46%	6.73%
2.	SHA Analytics, LLC		3.42%	2.92%
	Total		17.88%	9.65%

	DVBE Contractor(s)	% Commitment	% Participation
1.	Alexander King Advisors, LLC	3.06%	1.93%
	Total	3.06%	1.93%

3. InfraStrategies, LLC:

InfraStrategies has been awarded one task order to date, and the current overall participation is 0% SBE and 3.82% DVBE, representing a 18.57% shortfall of the SBE commitment. InfraStrategies listed one (1) DVBE subcontractor to perform on their task order. InfraStrategies contends that the proposed scope for the SBE have not been requested to date. InfraStrategies also contends that it is committed to engaging its SBE subcontractor as future work becomes available for the services the firm provides.

Overall Small Business Commitment		18.57% SBE 3.34% DVBE	Overall Small Business Participation	0.00% SBE 3.82% DVBE
	SBE Contractor(s)		% Utilization Commitment	% Participation
1.	SHA Analytics, LLC		18.37%	0.00%
	Total		18.37%	0.00%

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Wahrenbrock Captial	3.64%	3.82%
	Total	3.64%	3.82%

4. WSP USA, Inc. (WSP):

WSP has been awarded three task orders to date, and the current overall participation is 26.98% SBE and 0.64% DVBE, exceeding the SBE commitment by 9.98% and representing a 2.57% shortfall of the DVBE commitment. WSP listed four (4) SBE and DVBE subcontractors to perform on their task order. WSP contends that STV has identified identified upcoming scope for DVBE participation as originally committed. STV reported that the shortfall will be mitigated by March 2026.

Overall Small Business Commitment		17.00% SBE 3.21% DVBE	Overall Small Business Participation	26.98% SBE 0.64% DVBE
	SBE Contractor(s)		% Utilization Commitment	% Participation
1.	Akima Consulting, LLC		2.91%	0.51%
2.	Lee Andrews Group, Inc.		19.34%	23.26%
3.	Trifiletti Consutling, Inc.		8.57%	3.21%
	Total		30.82%	26.98%

	DVBE Contractor(s)		% Utilization Commitment	% Participation
1.	OhanaVets, Inc.		7.02%	0.64%
	Total		7.02%	0.64%

Staff will continue to work with each prime consultant team to ensure they meet or exceed the SBE/DVBE commitments by the completion of the program.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT D OBLIGATED TASK ORDERS		
CP&D BENCH, REGIONAL RAIL (RR) PLANNING & ENVIRONMENTAL ON-CALL SERVICES BENCH (PEOCS) RR STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH (FAOCS) -- as of June 2025		
CP&D Bench Obligated and In Process Task Orders		
Task Order Number	Description	Bench
PS121752-9505	Urban Greening Grant Program	CP&D Bench
PS122779-9505	Countywide BRT Technical Study	CP&D Bench
PS123034-9505	Business Interruption Fund (BIF) Assessment	CP&D Bench
PS123210-9505	MBS Station Evaluation and Consultant Services	CP&D Bench
PS123403-9505	Fall 2024 Customer Survey	CP&D Bench
PS123926-9505	Coordinated Plan Update for 2025-2028	CP&D Bench
PS124089-9505	NoHo Rail Feasibility Study	CP&D Bench
AE124849-9505	Monrovia Station Ped Crossing Improvements	CP&D Bench
PS125865-9505	East San Fernando Valley Parking Analysis	CP&D Bench
PS126761-9505	Multimodal Project Planning Methodology	CP&D Bench
PS127021-9505	I-105 ExpressLanes segment 2/3 equity assessment	CP&D Bench
PS127773-9505	GMO Process & Procedure Update	CP&D Bench
PS128946-9505	Urban Wilderness Access Feasibility Plan & Transit to Parks Regional Collaboration	CP&D Bench
PS129354-9505	Capture Value Support	CP&D Bench
TBD	Accelerating Customer Experience	CP&D Bench
TBD	Regional Kit of Parts for Venue Access Activation & Temporary Mobility Hub	CP&D Bench
TBD	Union Station Accessibility Compliance Review & Technology & Parking Operations Study	CP&D Bench
TBD	Wayfinding Mobile App	CP&D Bench
TBD	Financial Feasibility Review Analysis Support for Metro 10K Sites	CP&D Bench
TBD	Design ReviewSupport for Metro 10K Sites	CP&D Bench
RR Planning and Environmental On-Call Services (PEOCS) Bench Obligated Task Orders		
Task Order Number	Description	Bench
AE56752007-TO1	Systemwide Station Design Standards- Kits of Parts	PEOCS
AE56752006-TO1	Antelope Valley Line Improvements Environmental Assessment and Technical Study	PEOCS
AE182891000	East San Fernando Valley/Metro G Line Transfer Station Improvements	PEOCS
AE56752008-TO1	Los Angeles Union Station - Glendale-Burbank Corridor Study	PEOCS
AE56752009-TO1	Tunnel 25 Freeway Runoff Drainage Study	PEOCS
AE56752010-TO2	LA 2028 Games Mobility Concept Plan (MCP)	PEOCS
PS67476-56752	Metrolink Central Maintenance Facility Noise and Vibration	PEOCS
AE56752005-TO1	Strategic Plan Update	PEOCS
AE56752012-TO2	7th Street/Metro Center Station Updates A&E Options 1 and 2	PEOCS
AE56752013-TO1	Pico Rivera Rail Station Feasibility Study	PEOCS
AE56752014-TO2	LA General Medical Center Metrolink Station - PAED	PEOCS
RR Strategic Financial Advisory On-Call Services (PEOCS) Bench Obligated Task Orders		
Task Order Number	Description	Bench
PS1878950002001	High Desert Intercity Rail Corridor Service Development Plan	FAOCS
PS66571-2006-TO1	Cost Comparison of an In-House and Contracted Services	FAOCS
PS1870690002004	Strategic Roadmap to Stakeholder Engagement	FAOCS
PS66571-2007-TO1	Fareless System Initiative (FSI) Life Consulting Services	FAOCS
PS66571-2008-TO2	Strategic Roadmap to Stakeholder Engagement	FAOCS
PS66571-2008-TO3	Strategic Advisory Services and Thought Leadership for CEO	FAOCS
PS66571-2009-TO2	Pilot Business Interruption Fund	FAOCS

ATTACHMENT E
FUTURE ANTICIPATED OR REPRESENTATIVE TASK ORDERS
COUNTYWIDE PLANNING & DEVELOPMENT (CP&D) BENCH, PLANNING & ENVIRONMENTAL ON-CALL SERVICES (PEOCS) BENCH
STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES (FAOCS) BENCH as of June 2025

		Bench
Name	Description	
Measure M Decennial Review	Measure M Expenditure Plan requires 5 year assessment and 10 year look ahead before Metro Board can approve changes to Expenditure Plan	CP&D Bench
ADA Compliance Audit	Conduct ADA compliance audits at all Metro owned and managed parking facilities before the LA28 Games.	CP&D Bench
Bundy Station Parking Design	Project engineering design work	CP&D Bench
Metro Active Transportation Program	Project planning, community engagement, and design/delivery support for Metro Active Transportation Program	CP&D Bench
Cost Benefit Analysis	Development of a Metro Cost Benefit Analysis methodology for capital projects, conduct CBA on projects with validation/sensitivity testing, include criteria such as economic, equity, and sustainability metrics. Develop strategies for CBA across project life cycles.	CP&D Bench
Open Streets & Fan Zones Coordination	Development of Open Streets and Fan Zones coordination materials, toolkits, and resources to facilitate planning for the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.	CP&D Bench
Parking Management Plan for LAX/MTC & People Mover	Metro Parking Management is preparing to deploy the Park Ride 'n Fly (PRF) initiative—an integrated, system-wide strategy designed to revolutionize long-term parking access for airport-bound transit users.	CP&D Bench
2025 Metro Customer Experience Transformation	Metro seeks professional services consulting firm or firms to help lead the Agency through a Customer Experience Transformation that will help secure agency buy-in to the Customer Experience program, unite agency leadership behind the plans, bring bigger concepts and ideas to the table, and accelerate the delivery of customer experience pilots and programs.	CP&D Bench
Financial Forecast Support	Metro seeks a Financial Support Consultant with experience in the development of funding plans for transit capital projects and operations, forecasting revenues and costs, cost benefit and economic impact analysis, managing data flow, utilizing Excel formulas and Visual Basic for Applications (VBA), and advising on grant requirements that will support the work of the Strategic Financial Planning unit.	CP&D Bench
Antelope Valley Line Corridor Planning	Evaluate Metrolink stations on the Antelope Valley Line, and other possible capital improvements, which may include track improvements, grade crossing and active transportation improvements, operational and ridership modeling, etc.	PEOCS
LA County Passenger Rail Strategic Plan	This visioning document will provide the framework for Metro's overall investment in the commuter rail network for Los Angeles County. The plan may identify future ridership and service level goals, prioritize use of Metro funds for various Los Angeles County capital and State Of Good Repair projects, address funding challenges, management of Metro-owned ROW, governance/interaction with key stakeholders and other JPA members, plus address future station, parking, safety, emerging corridors, network integration, and new technologies, etc.	PEOCS
Olympics 2028 Mobility Concept Plan Implementation	The planning efforts in preparation for the 2028 Olympic and Paralympic Games will continue with preparation of preliminary designs, cost estimates and schedules to be developed for a selected group of projects from the Mobility Concept Plan in order to apply for federal and state grant funding. This effort will also provide planning support for the recently awarded Reconnecting Communities award from USDOT. Additionally, this effort will support modeling of Games-time operations to evaluate potential impacts to transit and traffic	PEOCS
7th/Metro Station Improvements/30% Design	The additional scope for the 7th St/Metro Center Station Updates project is to expedite completion of the 30% design by 5 months to assist in completing the project prior to the 2028 Olympic Games. There will also be an additional task to test tactile wayfinding pilots at existing Metro stations to ensure an optimal and streamlined tactile wayfinding pathway system for sight-impaired customers at 7th St/Metro Center Station.	PEOCS
Grant Evaluation, Executive Leadership and Government Relations Support	Grant evaluation support, as Metro continues to pursue competitive funding opportunities to close capital project funding gaps. Also support executive leadership in decision-making, legislative coordination with Metro Government Relations	FAOCS



Countywide Planning and Development Benches

Planning and Programming Committee

July 16, 2025

Legistar File 2025-0370

Background

- Three separate Countywide Planning and Development benches are being recommended for additional time and funding:
 1. Countywide Planning & Development Bench
 2. Planning & Environmental On-Call Services Bench
 3. Strategic Financial Advisory On-Call Services Bench

Countywide Planning & Development Bench

- Recommendation A: EXECUTE Modification No. 1 to the Countywide Planning & Development Bench (CP&D) Contract Nos. PS95050000 through PS95050025 to increase the three-year base period funding amount by \$15 million, increasing the total NTE cumulative contract amount from \$50 million to \$65 million;

- CP&D Bench Consists of Eight Disciplines:

Discipline 1 <ul style="list-style-type: none">• Transportation Planning	Discipline 2 <ul style="list-style-type: none">• Environmental Planning	Discipline 3 <ul style="list-style-type: none">• Economic & Financial Analysis	Discipline 4 <ul style="list-style-type: none">• Sustainability/Active Transportation
Discipline 5 <ul style="list-style-type: none">• Demand Modeling & GIS	Discipline 6 <ul style="list-style-type: none">• Research & Surveying	Discipline 7 <ul style="list-style-type: none">• Parking Management	Discipline 8 <ul style="list-style-type: none">• Community Design & Land Use

- CP&D Bench, effective January 6, 2024, has exceeded expectations and is efficient:
 - 14 task orders awarded in 5 disciplines for \$11.6 M
 - 6 task orders in process across eight disciplines totaling \$17.4 M
- New task orders needed for:
 - Metro Active Transportation program for project planning, design & delivery support
 - Bundy Station parking engineering & design

Planning & Environmental On-Call Services Bench

- Recommendation B: EXECUTE Modification No. 4 to the Regional Rail Planning and Environmental On-Call Services (PEOCS) Bench Contract Nos. AE56752000 through AE56752005 to:
 - Exercise the second one-year option term in the amount of \$2 million, increasing the not-to-exceed (NTE) cumulative contract amount from \$27 million to \$29 million
 - Extend the period of performance from August 14, 2025, to August 13, 2026
- The PEOCS bench was established in 2019 to allow quick issuance of task orders for planning and environmental services for regional rail commuter, intercity, and high-speed rail planning efforts, including LA28 Games coordination.
- The current capacity is \$27 million. To date, 11 task orders totaling \$20.3 million has been issued.
 - Additional task orders anticipated to be issued in Summer/Fall 2025: Metrolink Antelope Valley Line corridor planning, LA County Passenger Rail Strategic Plan, LA28 Games coordination, design for 7th/Metro Center station improvements, etc.
- The current PEOCS bench expires August 12, 2025.

Strategic Financial Advisory On-Call Services Bench

- Recommendation C: EXECUTE Modification No. 1 to the Regional Rail Strategic Financial Advisory On-Call Services (SFAOCS) Bench Contract Nos. PS66571-2000 through PS66571-2005 to:
 - exercise the first one-year option term in the amount of \$1 million, increasing the NTE cumulative contract amount from \$6.4 million to \$7.4 million
 - extend the period of performance from December 7, 2025, to December 6, 2026.
- Regional Rail SFAOCS Bench Comprises Two Disciplines:

Discipline 1	Discipline 2
• Financial Advisory Support Services	• Strategic Advisory/Advocacy Services
- The SFAOCS Bench, effective December 7, 2020, through December 6, 2025, has been fully utilized to provide the maximum impact:
 - 7 task orders awarded in both disciplines, totaling almost \$6.4M.
 - Only \$14,520 of the total contract capacity remains.
- The limited remaining capacity is insufficient to support anticipated financial advisory and strategic advocacy service needs in FY27 to support key rail projects that benefit the entire region.

Representative Task Orders to be Issued During FY 26

- Olympics 2028 Mobility Concept Plan Implementation
- Metrolink Antelope Valley Line Corridor Planning
- LA County Passenger Rail Strategic Plan
- Financial Grant Evaluation, Executive Leadership and Government Relations Support
- Metro Active Transportation Program



Board Report

File #: 2025-0449, File Type: Agreement

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: ENVIRONMENTAL REMEDIATION HOUSING ACCELERATION FUND

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING a resolution of the Board of Directors ("Board") of the Los Angeles County Metropolitan Transportation Authority ("Metro") approving the execution of a Memorandum of Understanding ("MOU") to receive funding from the Southern California Association of Governments ("SCAG") for the Regional Early Action Planning Grant Program of 2021 (Attachment A);
- B. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and execute an MOU between SCAG and Metro in an amount not to exceed \$5,000,000 to create an Environmental Remediation Housing Acceleration Fund; and
- C. AUTHORIZING the CEO, or designee, to commit \$1,000,000 as a local match requirement for the Environmental Remediation Housing Acceleration Fund.

ISSUE

Metro has a plan to deliver 10,000 housing units (5,000 of which will be income-restricted) on Metro-owned property by 2031. Some of the properties available for housing development may be impacted by environmental contamination, the assessment and remediation of which must be completed before a project can break ground. To accelerate the delivery of housing on Metro-owned land, staff are seeking Board authority to negotiate and execute an MOU with SCAG to receive a grant of \$5 million which will allow Metro to create an Environmental Remediation Housing Acceleration Fund ("Fund") that would be used to complete environmental assessments and remediation on future housing sites. SCAG requires an official action from Metro's governing body in the form of an authorizing resolution to award the funds.

BACKGROUND

In 2023, the California Department of Housing and Community Development awarded SCAG a total

of \$246 million to develop programs that further Regional Early Action Planning (REAP) 2.0 objectives. All projects funded by REAP 2.0 must meet its primary objectives, which are to accelerate infill housing development, reduce vehicle miles traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals.

Metro submitted a proposal for funding under SCAG's Notice of Funds Available for the Lasting Affordability Program which supports innovative finance strategies for projects that support existing and new housing trusts, land trusts and catalyst funds. Metro received a conditional notice of award in September 2023, and the commencement of funding agreements began in early 2024. In the interim staff have been finalizing key components of the Environmental Remediation Housing Acceleration Fund and identifying sites in which funds may be utilized.

DISCUSSION

Conducting environmental analysis and clean-up early in the process can significantly shorten the total time required to deliver affordable and mixed-income housing. In the interest of accelerating housing delivery to meet the Board's 10,000-unit goal. Work under the proposed MOU would create a dedicated funding platform to carry out site assessments and pre-development cleanup, with the effect of expediting affordable/mixed-income housing projects by approximately six months. By remediating contaminated land, the Fund will unlock otherwise unusable property of up to approximately 22 acres for infill housing and increase housing availability, including permanent, affordable housing. The cleaned properties would generate additional ground lease revenue, which in turn could be reinvested in the clean-up of other joint development sites, thereby supporting equitable transit-oriented communities well beyond the term of the grant.

As an example, the Venice Division 6 site requires the removal of asbestos containing materials and related environmental hazards in the decommissioned administration office building on the site before being offered for development. Advanced remediation would help Metro secure a stronger commitment from a private developer.

In furtherance of this goal, the Fund will be established to expedite the buildout of affordable housing at Metro's transit stations. This will be done by conducting environmental reviews and selected cleanup activities during the predevelopment stage. Fund proceeds will be invested in projects upfront and returned to Metro over time through ground lease revenues. Tracking of Fund proceeds will occur at the time of initial investment through the point they are returned in the form of ground lease payments. The proceeds will then be used for future Metro affordable housing goals and objectives. SCAG is not requiring a financial return nor is it asking for Fund proceeds to be returned to their organization.

Scope of Work

An MOU is required to authorize the formal partnership and scope of work between SCAG and Metro and to facilitate the transfer of Fund proceeds. Metro and SCAG staff have developed a scope of work aimed at facilitating and expediting key elements of the Joint Development 10K Program. This focuses on preparing plans and studies and completing remediation work targeting certain sites at

the earliest stages of the predevelopment process. This work is to be done in-house, utilizing Joint Development staff and existing third-party environmental consulting contracts managed by the Environmental Services Division (ESD). The Fund will be used to complete the following scope of work activities:

- Project Management and Coordination to include an interface between Metro and SCAG during the period of the MOU. The Project Management Team will prepare and implement the Project Management Plan. A clearly defined path for finalizing grant responsibilities and closeout procedures, consistent with Metro's best practices for grants management, will be included. The content and delivery of Fund progress reports will also be delineated.
- Fund Planning and Formation that describes the ability to leverage Fund proceeds to be eventually returned in the form of ground lease revenues and revolve them to benefit future projects. A description of the types of remediation that will generally occur will also be provided to include site investigations, along with actual remediation work to be completed by licensed building contractors.
- Fund Setup which describes Metro's organizational and accounting infrastructure in place to administer Fund proceeds and ensure proper oversight in advance of any Fund resources being invested into specific projects. Consideration is given to prioritizing those sites in the portfolio that can be expedited by access to the Fund. A process to establish the scope of work for all technical studies and site remediation is provided.
- Ongoing Fund Administration ("Funding the Fund") that details Metro's commitment to matching funds of \$1,000,000 and intent to continue to revolve Fund proceeds into future eligible projects that accelerate housing production on Grantee controlled land.

Fund activities and overall management will be overseen by Joint Development staff in close coordination with Metro Accounting. The MOU with SCAG requires monthly reporting along with a project close-out report.

Initial project activities will include completion of detailed environmental studies and technical reports, as well as remediation of existing project sites. Further drawdown of Fund proceeds will occur as project remediation requirements are identified and used until the initial Fund proceeds are exhausted and fully invested into housing projects. Metro's ESD will work in conjunction with Joint Development staff to identify, scope, and complete the environmental cleanup work utilizing existing third-party consultants previously procured by Metro. While a significant portion of the Fund proceeds are anticipated to be invested in Joint Development projects by the end of the compliance period, it is anticipated that the remaining Fund proceeds will be drawn down over time as individual project needs are identified which would occur after June 30, 2026, which is permissible under the grant.

Consistent with the Board approved Joint Development Policy, the Fund will prioritize sites that support more affordable units in their developments. Underwriting assumptions for these housing developments will include rigorous feasibility evaluation, long-term sustainability, and affordability requirements to ensure lasting benefits to low-income communities. Fund outcomes will include remediated sites ready for development. The Joint Development sites for potential remediation are

mapped and labeled in Attachment B.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety standards for Metro. The execution of the proposed project will assist in increased safety in that it will assist with clearing environmentally contaminated land owned by Metro.

FINANCIAL IMPACT

Administrative funding for this project is included in the cost center 2210, under project number 401300. The grant will provide \$5,000,000 of REAP 2.0 funding for environmental remediation for up to 21 Metro-owned Joint Development sites, along with additional sites that may become available through future analysis and Metro Board designation. Through prior budget action, \$1,000,000 has been designated in the Joint Development FY26 budget and is available as matching funds for the REAP 2.0 Grant.

Impact to Budget

The matching funds of \$1,000,000 are JD proceeds that are reinvested in TOC activities according to the June 2021 Board-adopted JD policy. Given the JD Policy restricts use of JD proceeds, these funds are not eligible for Metro Bus and Rail Operations or Capital.

EQUITY PLATFORM

Metro seeks to build as much quality housing on underutilized Metro-owned land near transit as quickly as possible, for those who need it most. As part of this plan, Metro has identified sites that are suitable for housing development, provided they can be cleared of environmental contamination, entitled, and financed for development. Each of these sites will be geared towards mixed-use housing, either as projects with 100% income restricted units or, if greater than 300 units, at least 25% of the units would be covered by an income restriction. The REAP 2.0 grant will help Metro accelerate the development of housing by providing funding to carry out environmental remediation on these sites.

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. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit transit-oriented communities and further encourage public transit ridership, ridesharing, and active transportation.

The grant will support residents of the developed sites with opportunities to reduce VMT by living near and adjacent to public transit, reducing the need for a car. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The Board could choose not to move forward with the REAP 2.0 grant opportunity. If Metro chooses to not engage with SCAG in finalizing and executing the terms and conditions of this award, Metro will effectively forfeit the grant and opportunity to further accelerate housing development for the 10,000-unit goal.

NEXT STEPS

Upon Board approval, staff will engage with SCAG to finalize non-material terms and conditions and execute the MOU and all ancillary documents. The receipt of grant funds will proceed and reside at Metro in a dedicated grant fund. All remaining Phase One and Phase Two environmental studies will be completed and Joint Development sites selected for remediation will begin cleanup activities, subject to availability of funding.

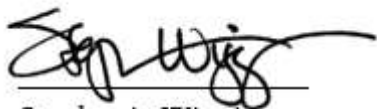
ATTACHMENTS

Attachment A - Authorizing Resolution

Attachment B - Potential Remediation Sites

Prepared by: Olivia Segura, Senior Manager, (213) 547-4203
Carey Jenkins, Senior Director, (213) 547-4356
Wells Lawson, Deputy Executive Officer, (213) 547-4204
Nick Saponara, Executive Officer, (213) 922-4313
Holly Rockwell, Senior Executive Officer, (213) 547-4325
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A – AUTHORIZING RESOLUTION

RESOLUTION NO. ____

Los Angeles County Metropolitan Transportation Authority Resolution Authorizing the Chief Executive Officer to Execute Agreements with the Southern California Association of Governments to Approve the Execution of an Agreement to receive funding from The Regional Early Action Planning Grant of 2021 for the Following:

Los Angeles County Metropolitan Transportation REAP 2.0 Notice of Funds Availability for Lasting Affordability Program Grant - \$5,000,000

WHEREAS, the Regional Early Action Planning Grant Program of 2021 (“REAP 2.0”) program was established by AB 140 to confront the statewide housing affordability crisis by building and expanding on the success of the REAP 2019 program by integrating housing and climate goals and allowing for broader planning and implementation investments to facilitate housing supply, choice, and affordability;

WHEREAS, the Southern California Association of Governments (“SCAG”) issued a call for applications under the Projects to Accelerate Transitional Housing (“PATH”) Program;

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) is eligible to receive Federal and/or State funding through the REAP 2.0 Grant Program;

WHEREAS, SCAG intends to award \$5,000,000 to LACMTA for the Los Angeles County Metropolitan Transportation REAP 2.0 Notice of Funds Availability for Lasting Affordability Program Grant (“The Project”);

WHEREAS, SCAG and the California Department of Housing and Community Development (“HCD”) has developed guidelines for the purpose of administering and distributing REAP 2.0 funds to eligible Awarded Recipients (“Local Agencies”);

WHEREAS, LACMTA wishes to delegate authorization to execute an agreement and any amendments thereto to the Chief Executive Officer (CEO), or designee; and

ATTACHMENT A – AUTHORIZING RESOLUTION

WHEREAS, LACMTA wishes to implement and seek payment of grant funds for the Los Angeles County Metropolitan Transportation REAP 2.0 Notice of Funds Availability for Lasting Affordability Program Grant Project.

NOW, THEREFORE, BE IT RESOLVED by the LACMTA Board of Directors that the fund recipient agrees to comply with all conditions and requirements set forth in the agreements and applicable statutes, laws, regulations, and guidelines for REAP 2.0 under the PATH Program.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or designee is authorized to execute all required documents under the PATH program and any Amendments thereto with SCAG.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the LACMTA Board of Directors that it hereby authorizes actions as are necessary and appropriate to accept the grant award of REAP 2.0 funds in the amount of \$5,000,000 from SCAG.

CERTIFICATION

The undersigned, duly qualified and serving as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held July 24, 2025.

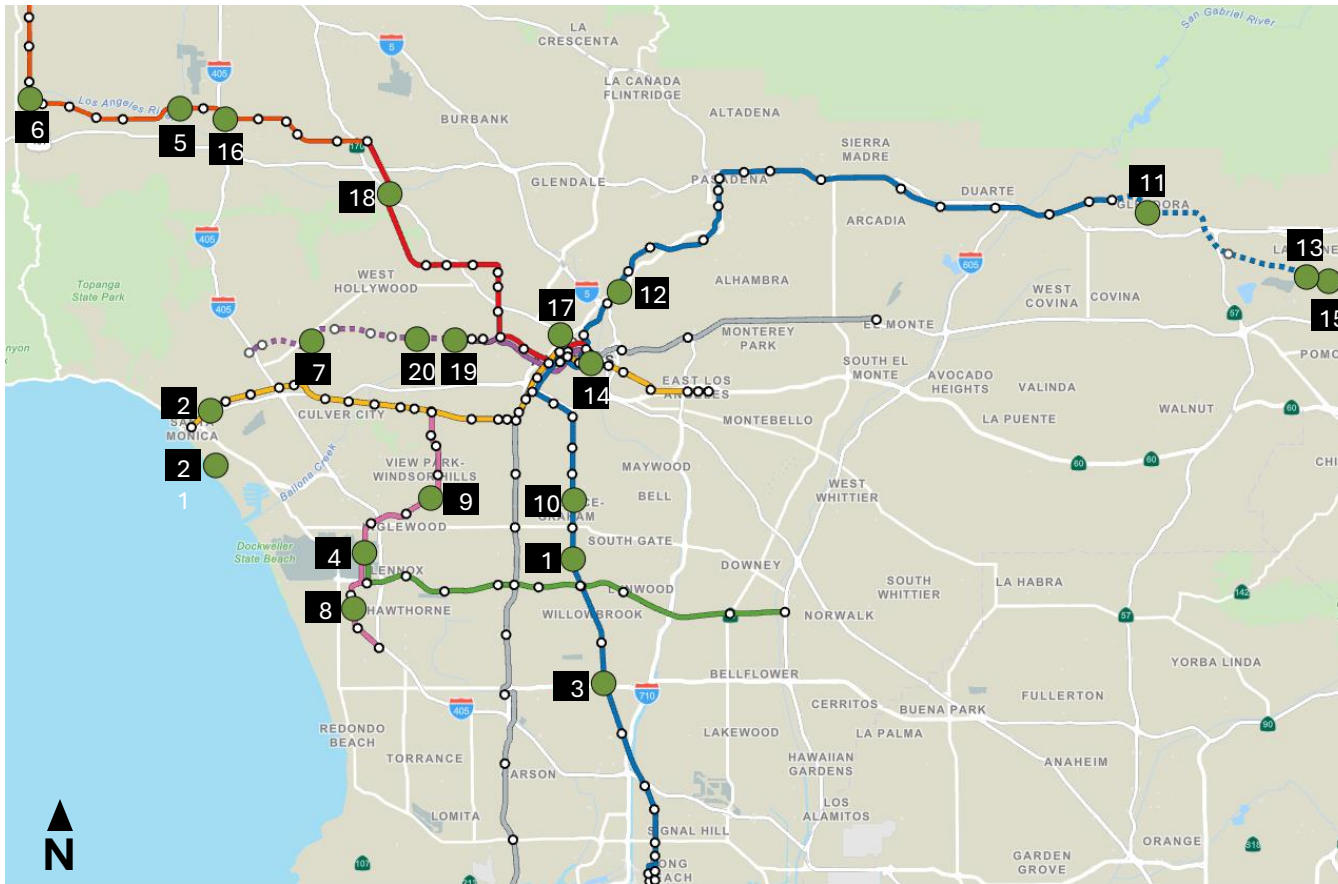
By: _____

Collette Langston, Board Clerk
Los Angeles County
Metropolitan Transportation Authority

Dated: _____

(SEAL)

ATTACHMENT B - Potential Remediation Sites



1. 103rd St/Watts Towers Station
2. 17th St/SMC Station
3. Artesia Station
4. Aviation/Century Station
5. Balboa Station
6. Canoga Station
7. Century City
8. El Segundo Station
9. Fairview Heights
10. Florence Station
11. Glendora
12. Heritage Square Station
13. La Verne
14. Pickle Works
15. Pomona
16. Sepulveda Station
17. Temple/Beaudry Bus Layover
18. Universal City/Studio City Station
19. Wilshire/Crenshaw
20. Wilshire/La Brea Station
21. Division 6



We're supporting thriving communities.

ENVIRONMENTAL REMEDIATION HOUSING ACCELERATION FUND

Planning & Programming Committee

Legistar File# 2025-0449 July 16, 2025



Metro

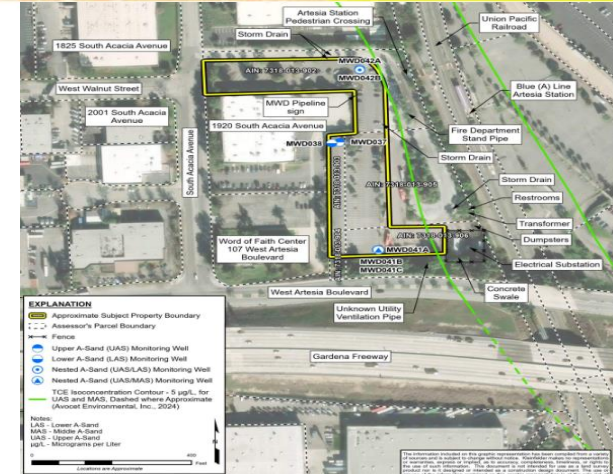
Recommendation

CONSIDER:

- A. ADOPTING a resolution of the Board of Directors (“Board”) of the Los Angeles County Metropolitan Transportation Authority (“Metro”) approving the execution of a Memorandum of Understanding (“MOU”) to receive funding from the Southern California Association of Governments (“SCAG”) for the Regional Early Action Planning Grant Program of 2021 (Attachment A);
- B. AUTHORIZING the Chief Executive Officer, or designee, to negotiate and execute an MOU between SCAG and Metro in an amount not to exceed \$5,000,000 to create an Environmental Remediation Housing Acceleration Fund; and
- C. AUTHORIZING the CEO, or designee to commit \$1,000,000 as a local match requirement for the Environmental Remediation Housing Acceleration Fund.

SCAG – REAP (2.0) GRANT OVERVIEW

- > **Purpose:** Accelerate infill housing, increase the supply at all income levels, and reduce per capita vehicle miles travel (VMT)
- > **Source:** Administered by SCAG on behalf of the State California Department of Housing and Community Development
- > **Use:** Grant funds to be used to conduct environmental remediation planning and hazards removal in support of the JD 10K Program
- > **Outcome:** Environmentally remediated sites ready for development
- > **Timing:** Receipt of Funds with environmental work to be underway by June 30, 2026



Leveraging Grant Funds for JD 10K Projects

- > Accelerates housing development by identifying environmental issues at an early stage and remediating them generally during ENA period
- > Invested capital will return through future ground lease revenues once projects are complete and placed into service
- > Ground lease payments would be reinvested into additional projects, with similar environmental conditions
- > Other leveraging effects could enable additional affordable units, or deeper affordability levels for sites that have been remediated



Los Lirios Apartments

Next Steps

Upon Board Approval:

- > Execute the MOU and all ancillary documents, including template reports, procedures, and project monitoring tools
- > Receive REAP (2.0) proceeds and establish the fund at Metro
- > Inventory all Phase One and Phase Two environmental studies to be completed for JD 10K Program sites and initiate work
- > Complete the scoping of proposed environmental remediation work for JD sites with known environmental conditions and start the remediation process
- > Provide required reporting and progress reports to SCAG



Board Report

File #: 2025-0457, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: ACCESS FOR ALL GRANT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the Access for All Program funding awards totaling \$5,855,760 as shown in Attachment A, made available to Metro through the State of California's Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

ISSUE

The State's Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service. Metro is the administrator of these funds for Los Angeles County. Staff undertook a stakeholder outreach process and a competitive solicitation for project proposals; staff's recommended funding awards are available in Attachment A.

BACKGROUND

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs), to establish a program to improve the accessibility of persons with disability to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of \$0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an "Access Fund" to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs). At its June 2021 meeting, the Board authorized Metro to serve as Los Angeles County's LAFA.

The CPUC requires that LAFAs use a competitive process to select and fund Access Providers to operate on-demand WAV services. The CPUC allows LAFAs to use up to 15 percent of the amount it allocates to each county to cover administrative program expenses.

In 2023, Metro released the inaugural competitive funding solicitation with two years of program funding totaling \$7.5M. Metro received six applications and evaluated projects based on criteria such as project readiness and serving areas not already covered by complementary paratransit (i.e., Access Services). Staff recommended and the Board approved funding awards to five of six projects that scored the highest and had the potential to achieve the program goals by increasing the number of WAV trips completed, improving the trip completion rate, and reducing response times.

Four Access Providers that were awarded one year of funding in 2023 have had notable success in achieving the program goals. In one year of data collection, Butterfli Technologies, Inc. (Butterfli) provided over 10,000 on-demand rides for persons requiring mobility devices, and Administrative Services Cooperative, Inc. deployed 44 new wheelchair accessible taxis throughout Los Angeles County. The other two projects launched later, and based on two quarters of reporting, UCLA provided 8,057 on-demand rides for persons requiring mobility devices, and the City of Santa Clarita provided 24 on-demand rides with one AFA-funded vehicle for persons requiring mobility devices. While the number of rides provided by the City of Santa Clarita is significantly lower than the other providers, their proposed program was smaller, and rides have exceeded their projections. The fifth Access Provider, Ventura Transit Systems, did not provide any eligible services during the term of their agreement, and those funds (\$184,892) were cancelled and added to the current FY 2025 solicitation.

In FY 2024, a second solicitation for applications was released, with a total of \$1,584,814 available in funding. Metro received two eligible applications. Staff recommended and the Board approved only the highest-ranked project. The reduced amount of funding available for FY 2024 compared to FY 2023 (\$1.58M vs. \$7.86M) resulted in fewer applicants. However, the response rate is consistent with the rate seen in other counties with similar funding levels.

Butterfli, the recipient of the FY 2024 funds, initiated its second round of service in September 2024 and has provided nearly 3,000 on-demand rides for individuals requiring mobility devices for the FY 2024 funding cycle to date. Butterfli's service under the FY 2024 award ends in August 2025.

DISCUSSION

Los Angeles County received \$6,671,609 in funding from cycle four of the Access for All Program funding (FY 2025). Of these funds, 15% is set aside for administrative expenses, leaving \$5,670,868 for eligible projects. Additionally, \$184,892 remaining from previous funding cycles was added, resulting in a total of \$5,855,760 in funding available for the solicitation.

In preparation for the FY 2025 solicitation, Metro convened an ad hoc advisory working group, comprised of six stakeholders. Working group members included representatives from non-profits such as Independent Living Center, Metro sub-committees, the Aging and Disability Transportation Network, and Access Services. This group contributed insights that shaped the FY 2025 AFA solicitation. Specifically, the working group communicated the need for on-demand WAV service in areas not covered by existing AFA-funded service, and prioritizing investment in operations over capital investment.

Metro released a competitive solicitation for project proposals on March 17, 2025. Government, non-profit, and for-profit organizations were eligible to apply if they could provide direct WAV transportation service that could be promptly launched and sustained despite yearly funding variability and otherwise meet the CPUC program requirements for Access Providers. While the solicitation application and evaluation criteria remained essentially the same as the FY 2023 and FY 2024 solicitations, Metro staff prioritized proposals focusing on countywide service providers and/or providers serving areas not served or underserved by the AFA program. The shift in prioritization was based on the input of the working group and staff's determination that this was the best approach to providing more services. The scoring values for several criteria were adjusted accordingly.

Metro staff, in support of this current solicitation, emphasized staff availability to provide technical assistance and actively engaged with stakeholders. Outreach and marketing activities included:

- Monitoring the dedicated email, AccessForAll@metro.net, for direct program-related inquiries.
- Updating Metro's Access for All webpage, <https://www.metro.net/about/access-for-all/>, including information on past awards and application instructions.
- Continued collaboration with current Access Providers to learn from and develop the program's budding success.
- Circulating information to Metro's subcommittees, including the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), and the Accessibility Advisory Committee (AAC).
- Collaborating with Metro Community Relations to notify cities, Councils of Governments, and other public, non-profit, and for-profit entities within Los Angeles County.
- Providing technical assistance to applicants during the solicitation period (including multiple productive exchanges with the applicant not recommended for funding)
- Hosting a webinar for interested parties and potential applicants on March 26, 2025, and posting a recording of the webinar on Metro's Access for All webpage.

Preliminary Funding Recommendation

Four eligible applications were received by the April 21, 2025, deadline, requesting a total of \$10,046,897. Metro formed a panel of internal staff and external volunteers to evaluate the proposals. The final project rankings are included in Attachment A.

Metro issued preliminary funding recommendations on May 7, 2025, for 95% of the funding (\$5,562,972). The remaining 5% of available funds (\$292,788) were set aside for Metro's Technical Advisory Committee (TAC) appeals process per Metro's standard practice.

As with past solicitations, Metro directly notifies the non-recommended applicants of the opportunity for the Metro TAC appeal and the availability of Metro staff to debrief and answer any applicant questions.

In the preliminary funding recommendation, staff recommended that the first-ranked project (Butterfli's Access for All Program), which requested \$5.9M, be partially funded up to \$5.4M. Butterfli's proposed service model will allow them to provide on-demand service similar to TNCs

across the majority of Los Angeles County to individuals with disability who require WAVs. Staff recommended that the second-ranked project (City of Whittier's People Mover), which requested \$130,000, be fully funded. for the City of Whittier's People Mover will provide on-demand WAV service similar to service provided by TNCs within the City of Whittier..

Two other applicants, World Transportation Services (World Transportation) and Administrative Services Cooperative, Inc, were not initially recommended for funding. World Transportation's proposed project to provide on-demand WAV service in a portion of Los Angeles County met the minimum score required, but ranked third overall, and scored substantially lower than the two highest -ranked projects. Administrative Services Cooperative, Inc scored below the minimum threshold required and was therefore not eligible for an appeal to TAC.

Technical Advisory Committee Appeals

On June 4, 2025, TAC heard appeals from Butterfli and World Transportation. After hearing the appellants' presentations, TAC approved a motion recommending that the 5% set aside (\$292,788) be awarded to World Transportation. TAC believed that World Transportation's proposed scaled-down project merited the funding allocation. Staff concur with TAC's recommendation.

Staff's updated recommendation now includes three awards: Butterfli's Access for All Program, Whittier's People Mover, and World Transportation's Access for All Program, as shown in Attachment A.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

FINANCIAL IMPACT

In FY 2026, \$5.7 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Program (Project #405508). Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The primary objective of the AFA Program is to enhance and expand WAV on-demand transportation services throughout Los Angeles County, responding to the needs of individuals with disability, specifically those requiring mobility devices. This demographic faces significant challenges in accessing suitable mobility options, and the program aims to mitigate these disparities. For example,

according to one study, people with disability make twice as many Transportation Network Company (TNC) and taxi trips as non-disabled persons per capita. Yet, per the CPUC's recent statewide report to the Legislature on the Access for All program, there remain significant disparities between WAV and non-WAV TNC services.

As an integral part of Metro's AFA Program Development, the 2021 Coordinated Plan update, and most recently, the development of the 2025 Coordinated Plan Update, staff actively engaged individuals with various types of disability and other stakeholders, including seniors, to discuss funding requirements and priorities. A recurring theme in these discussions continues to be the pressing need for increased on-demand WAV services. Currently, there is a lack of a curb-to-curb on-demand WAV transportation service, and the available funding from this opportunity will play a crucial role in meeting this demand.

The 2025 Coordinated Plan Update performed a gap analysis using zip codes, which provided information on whether current on-demand WAV services in place due to AFA funds are effectively servicing Equity Focus Communities and other locations with high concentrations of people with disability with poor access to on-demand WAV services. During this year's Access for All proposal evaluations, Metro staff prioritized projects focusing on countywide service providers and/or providers serving areas not served or underserved by current AFA-funded programs.

The cost and affordability of on-demand WAV services are also ongoing considerations. AFA Program requirements state that fares should be on par with, or less than, current TNC operators. One of the current active access providers, Butterfli, currently charges a fare of \$3.00 per ride to support the sustainability of the program. However, for this upcoming year, Butterfli will reduce the fare to \$2.00 per ride to support lower-income individuals and provide affordable service. The proposed fare amount is substantially lower than current TNC operators.

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, this program and the individual projects aim to ensure the efficient and safe movement of some of the high-need and underserved individuals.

This Board item will likely increase VMT in LA County, as it includes an investment that encourages driving alone or increased vehicle travel by funding organizations that provide on-demand WAV trips for persons with disability. 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 goal of the Vision 2028 Strategic Plan:

Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend this alternative because, without Board approval, Metro would not fulfill its responsibilities as the Local Access Fund Administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use and award the program funds, as we would not be achieving the program goals. The Board could approve a partial award to the recommended applicants, using the remaining funds to fully or partially fund the non-recommended applicant. However, Metro's standard approach is to allocate funds "according to the ranking of projects to the maximum amount made available for the fiscal year" (Section VI, Access for All Solicitation, 2025). Additional factors supporting the award to the highest-scoring applicants include the limited funding available, the better readiness of the recommended proposals, and the higher potential to achieve the goals of the program.

NEXT STEPS

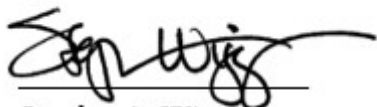
With Board approval, staff will execute funding agreements with the successful applicants and will monitor project implementation.

ATTACHMENT

Attachment A - FY 2025 Access for All Funding Award Recommendations

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

METRO FY25 ACCESS FOR ALL COMPETITIVE SOLICITATION AWARD RECOMMENDATIONS					
RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED	FUNDING AWARD RECOMMENDED	UNFUNDED AMOUNT
1	Butterfli Technologies, Inc.	Operating funds to provide WAV assisted transportation services.	\$ 5,881,130	\$ 5,432,972	\$ 448,158
2	City of Whittier	Introduction of on-demand WAV transit service through Circuit, Inc. to the City of Whittier community.	\$ 130,000	\$ 130,000	\$ -
3	World Transportation Services	Provide on demand WAV transportation to meet the needs of persons with disability.	\$ 1,418,240	\$ 292,788	\$ 1,125,452
Total				\$ 5,855,760	

NOT RECOMMENDED FOR AWARD			
RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED
4	Administrative Services Cooperative, Inc.	Access for All Grant Program: Expand access to WAV demand-responsive transportation through capital purchase of 30 WAV.	\$2,617,527



Access for All Grant Program FY 2025 Award Recommendation

**Planning and Programming Committee
July 16, 2025**



Metro

File# 2025-0457

Program Overview

- SB 1376 (2018) directed CPUC to establish a program to increase on-demand WAV availability
- A \$0.10 Access Fee is collected on each TNC ride
- Local Access Fund Administrators (LAFA) distribute funds through annual competitive solicitations
- Access Providers selected through a competitive process provide WAV service
- Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA (2021)

Funding Year (Six Cycles)	Collection Source (Calendar Year)	Funding Available (Los Angeles County)
2021	Q3 2019 – Q2 2020	\$5,634,699
2022	Q3 2020 – Q2 2021	\$2,231,134
2023	Q3 2021 – Q2 2022	\$1,584,814
2024	Q3 2022 – Q2 2023	\$5,855,760
2025	Q3 2023 – Q2 2024	TBD
2026	Q3 2024 – Q2 2025	TBD

- First three years of funding awarded following competitive solicitation in FY 2023 & FY 2024, current funding award recommendation is year four, with two more years of funding ahead

FY 2025 Solicitation

- \$5,855,760 available for eligible projects, including 5% set aside for Technical Advisory Committee (TAC) appeals (\$292,788)
- Metro released a competitive solicitation for project proposals on March 17, 2025
- Four eligible proposals received by the April 21, 2025, deadline

ELIGIBLE PROJECTS			
ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED	
Buterfli Technologies, Inc.	Operating funds to provide WAV assisted transportation services.	\$	5,881,130
City of Whittier	Introduction of on-demand WAV transit service through Circuit, Inc. to City of Whittier community.	\$	130,000
World Transportation	Provide on demand WAV transportation to meet the needs of persons with disability.	\$	1,418,240
Administrative Services Cooperative, Inc.	Expand access to WAV demand-responsive transportation through capital purchase of 30 WAV.	\$	2,617,527

Award Recommendation



- Preliminary funding recommendations on May 7, 2025, of the first and second ranked projects funded up to 95% cap.
- On June 4, 2025, TAC approved a motion recommending that the set aside funds be awarded to third-ranked project, World Transportation.
- Recommendation: Partial award of \$5,432,972 to Butterfli Technologies, partial award of \$292,788 to World Transportation, and award of \$130,000 to the City of Whittier.

Next Steps



- Execute Funding Agreement with Butterfli Technologies, Inc., the City of Whittier, and World Transportation
- Monitor project implementation
- Continue quarterly data collection and reporting to the CPUC
- Conduct solicitations in the future for the remaining funding years



Board Report

File #: 2025-0475, File Type: Plan

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the locally developed 2025-2028 Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan" or "Plan") for Los Angeles County (Attachment A), as required under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

ISSUE

Metro serves as the designated recipient of FTA Section 5310 funds for the urbanized areas of Los Angeles County and is responsible for their planning, programming, and oversight. Approximately \$10.5 million is received annually and awarded to eligible subrecipients every two to three years through a combination of formula-based allocations and competitive solicitation processes.

In accordance with federal requirements, all projects funded through the Section 5310 Program must be included in a locally developed, board adopted, Coordinated Plan. To maintain compliance and continue administering Section 5310 funds in Los Angeles County, the Plan must be updated every four years to align with the planning cycles of metropolitan transportation plans.

The updated 2025-2028 Coordinated Plan under consideration, allows Metro to fulfill its role as the designated recipient of Section 5310 funds in Los Angeles County and supports the continued administration, programming, and oversight of Section 5310 funded projects throughout the region. Upon adoption, all Section 5310 funded projects are required to align with the goals and priorities established in the Plan over the next four years.

BACKGROUND

In accordance with Federal transit law (49 U.S.C. § 5310) and the FTA Circular 9070.1H, the Coordinated Plan must be developed and approved through a participatory process that involves seniors, individuals with disabilities, public, private, and nonprofit transportation and human services providers, and other relevant community members. The purpose of the Plan is to identify the transportation needs of seniors (age 65 and older) and individuals with disabilities, including those

who use wheelchairs (referred to as “target populations”), develop strategies to address those needs, and prioritize transportation projects and programs for implementation and funding. The 2025-2028 Coordinated Plan is an update to the 2021-2024 Coordinated Plan, which was adopted by the Metro Board in June 2021.

A growing share of Los Angeles County’s residents are seniors and individuals with disabilities. Many of these individuals are not effectively served by traditional fixed-route public transit. Human services transportation providers help bridge the gap by offering specialized services, such as paratransit and demand-responsive transportation, designed to meet the unique mobility needs of these populations.

Addressing the transportation needs of target populations requires cost-effective and impactful investments. The highest priority initiatives identified in this Plan are designed not only to improve mobility, but also to support broader regional transportation goals.

The Plan does the following:

- Outlines existing transportation services provided for target populations
- Assesses current and future transportation service gaps for target populations
- Identifies projects and programs to improve, expand, and address the gaps in services for target populations
- Prioritizes projects and programs based on input from target populations to promote greater independence, social connection, and economic participation
- Allows Metro to fulfill its responsibilities as the designated recipient for Section 5310 funds in LA County

DISCUSSION

As Los Angeles County’s Section 5310 designated recipient and administrator, Metro’s Countywide Planning and Development department initiated the development of the 2025-2028 Coordinated Plan Update in September 2024. This effort entailed a comprehensive, community driven planning process to identify strategies, initiatives, and projects that enhance the safety and efficiency of transportation options for target populations.

The 2025-2028 Coordinated Plan is a locally developed plan shaped by the input of seniors, individuals with disabilities, and the transit and human service providers that serve them. Its development is anchored in demographic analysis and a comprehensive assessment of service gaps across Los Angeles County. The Plan provides a framework for addressing the region-wide mobility needs of target populations, by providing implementable strategies, initiatives, and projects that promote greater independence, social connection, and economic participation for Los Angeles County communities.

The Coordinated Plan provides an assessment of the current transportation landscape and incorporates both public transit and human services transportation. It identifies future projects and programs aimed at improving and expanding mobility options for target populations across the County. The Plan outlines a clear set of goals and objectives that ensure alignment with the identified

needs and priorities of the target populations. A key outcome of the Plan is a prioritized list of projects and programs, developed through community input, that directly address existing service gaps and unmet mobility needs.

Coordinated Plan's Goals and Objectives

Five goals and objectives (consistent with the previous 2021-2024 Coordinated Plan) are included, which were refined and finalized through the outreach and engagement process. These goals were developed in collaboration with Community Based Organizations (CBOs) through focus group meetings. The CBO engagement helped shape the Plan's purpose, identify future funding needs, and was augmented with broader community input received throughout the process. The outreach consisted of groups representative of the county's diverse geographic area, key populations, including seniors, individuals with disabilities, and those who rely on public or specialized transportation. These goals include:

- Goal 1: Fund Mobility Options - Sustain, fund, and continue to expand public, private, and other transportation services in LA County to enhance safety, efficiency, independence, and economic participation for target populations
- Goal 2: Address Mobility Gaps - Improve coordination between public transportation and human services transportation to address mobility gaps, ensuring target populations have safer and more efficient transportation options
- Goal 3: Provide Support Services - Provide support services to target populations to improve access, awareness, and ease of travel
- Goal 4: Promote and Improve Information Portals - Promote, improve, and expand information portals on mobility options
- Goal 5: Enhance Performance Monitoring Systems - Enhance customer feedback and accountable performance monitoring to ensure benefits are directly received by target populations

Priorities for Implementation

An updated prioritized list of projects and programs is included in the Plan, developed to address the mobility, safety, and efficiency of transportation options for target populations. This list is intended to address existing service gaps and unmet needs, guide Metro in evaluating applications for Section 5310 funding, and identify projects and programs that are supported by target populations.

This prioritization ensures that available resources are directed toward projects with the greatest potential impact. By aligning project selection with the Plan's priorities, Metro can enhance the effectiveness of Section 5310 investments and ensure compliance with federal requirements.

The prioritized list of project and program types is organized by rank as follows:

- Priority1:
 - Capacity and service level improvements and expansion
 - Multi-language format guides

- Street improvement projects for access to stops and stations
 - Consolidate multi-city agency resources
 - Travel training programs
- Priority 2:
 - Vehicle and fleet expansion and replacement
 - Ongoing programs to serve same-day transportation
 - Programs to serve intercounty and multi-city trips
 - Social media to promote mobility options
 - Real-time transit information
 - Promote senior-friendly vehicle operator training
- Priority 3:
 - Ongoing dial-a-ride services
 - Fare integration among operators
 - Performance monitoring and reporting programs
 - Ongoing door-to-door or door-through-door transportation
 - Mileage reimbursement programs
- Priority 4:
 - Travel escorts and volunteer aides
 - Find-a-ride trip planner
 - Mobility management for target groups at transit centers
 - Subsidized vanpool/carshare programs
 - Subsidies and voucher-based programs

Community Engagement Process

To inform the development of the 2025-2028 Coordinated Plan, Metro conducted extensive outreach and engagement efforts to ensure the voices of seniors, individuals with disabilities, public, private, and nonprofit service providers, CBOs, and other stakeholders were incorporated into the planning process.

Focus Group Meetings

Metro held five focus group meetings to share insights and discuss critical transportation challenges and needs for the Plan's target populations. In total, 106 participants representing 65 agencies and organizations from across Los Angeles County participated. Spanish and American Sign Language interpretation, call-in access, and translated materials were provided to ensure event accessibility.

Key topics discussed during the focus groups included: accessibility and infrastructure; service availability and reliability; safety and security; and communications and outreach. The above topics touched on the need for improved physical infrastructure (sidewalks, pathways, bus shelters), service hours and the lack of same day on-demand service, safety on Metro buses and rail, difficulty accessing service information and the lack of wayfinding for visually impaired individuals. Additionally, focus group insights emphasized geographic disparities, and service gaps.

Needs Assessment Surveys

Two needs assessment surveys were conducted on existing and future transportation needs.

The public opinion survey received 267 responses and targeted seniors and individuals with disabilities. Common themes described in the survey included affordability, safety, reliability, and accessibility. The survey highlighted areas for improvement in LA County's transit and paratransit systems, regarding safety, reliability, and the challenges faced by seniors and individuals with disabilities. Positive aspects like affordability and courteous staff were noted, however, concerns and barriers to travel were emphasized. Targeted investments and educational campaigns are vital to address these unique travel challenges. The insights provide a foundation for future grant funding and planning decisions.

The Agency and Human Service Providers survey targeted transit agencies in the public, private and nonprofit sectors. In total, 62 responses were received, which mostly provided services such as door-to-door, dial-a-ride, curb-to-curb, door-through-door, and shared ride services. Many also offer supplemental services, including travel training, mobility management, referrals, and technological support (apps, booking rides, and managing services). Insights on the types of drivers used for their services, the composition of existing fleets, annual operating budgets, and future expense information was gathered. Agencies and human service providers highlighted mobility and technology barriers, such as same-day reservation/immediate needs trips for medical and essential shopping for their clients.

Draft Plan Public Comment Period

The Draft Plan was also circulated for a 30-day public review and comment period between April 28 and June 2, 2025. A virtual community meeting was hosted on May 21, 2025, to present the draft Plan, highlight preliminary findings, and collect public comments and feedback to shape revisions and help inform the final Plan. The meeting drew interest from a broad range of stakeholders, with over 20 different agencies and organizations across LA County registering to participate. Attendees engaged in meaningful dialogue, offering valuable feedback that contributed to Plan revisions. Spanish and American Sign Language interpretation, call-in access, and translated materials were provided to ensure event accessibility.

Additionally, the public was encouraged to provide comments by mail, email, or by leaving a voice message on a dedicated hotline, with feedback welcomed in any language to ensure broad participation. In total 21 public comments were received during the public comment period. Key themes included the need for more accessible, on-demand transportation options and improved inter-county transit, especially between Los Angeles and San Bernardino Counties. Commenters also called for infrastructure upgrades like ADA-compliant sidewalks, clearer signage, and better bus stop amenities, highlighting areas such as San Fernando Road in Glendale and the 22nd Street Landing in San Pedro. Additional feedback emphasized the importance of regional coordination to address mobility gaps.

The public comment period and virtual community meeting was promoted via the project's Metro website, social media, Metro Community Relations Regional Weekly Newsletters, and Metro's The

Source and El Pasajero blogs. The plan was also promoted on bus car cards installed on Metro buses throughout the County. Physical copies of the Plan were also made available at strategic locations throughout the County to allow the public to review.

CBO Partnership

To enhance community engagement efforts, Metro partnered with 11 CBOs to provide outreach support services including: Move LA, Service Center for Independent Life (SCIL), Advanced Healthcare Administrators, Strategic Actions for a Just Economy (SAJE), Bike LA, Streets Are For Everyone (SAFE), Public Matters, Designated Exceptional Services for Independence (DESI), the YMCA, Global Green and Long Beach Forward.

Two primary CBO partners, Move LA and the Service Center for Independent Life (SCIL), were responsible for the CBO roundtable facilitation, survey distribution and project awareness, focus group attendance and outreach, and distribution of the final plan document. The remaining CBO outreach support partners were responsible for disseminating information through social media posts and their community networks.

DETERMINATION OF SAFETY IMPACT

Adoption of the Coordinated Plan will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

Adoption of the Coordinated Plan will have no financial impact.

Impact to Budget

Preparation of the Coordinated Plan is a required administrative activity funded by the FTA Section 5310 program administration funds. No other Metro funds will be required. The FTA Section 5310 funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The 2025-2028 Coordinated Plan's planning, engagement, and prioritization process aligned with and advanced Metro's Equity Platform as it applied its core pillars, inclusive of Define and Measure, Listen and Learn, and Focus and Deliver.

Consistent with Define and Measure, the Plan used data-driven tools, including ZIP Code level demographic analysis and mapping of past Section 5310 investments, to identify areas with the greatest unmet mobility needs. These areas, including the Antelope Valley, Santa Clarita Valley, and parts of West Los Angeles, often align with Metro designated Equity Focus Communities, where concentrations of residents face mobility barriers. This analysis allowed Metro to better understand where the targeted investment of Section 5310 funds would have the most impact and supports future disparity assessments across the agency.

Through its outreach process, the Plan advanced Listen and Learn by including the voices of seniors, individuals with disabilities, and the organizations that serve them. Metro collaborated with 11 CBOs, conducted multiple focus groups, and distributed public surveys to gather meaningful feedback from stakeholders throughout the region. These efforts were designed to ensure participants felt heard, reflected, and respected, which are key principles of authentic community engagement as outlined in Metro's Equity Platform.

The Plan embodies Focus and Deliver by directing future Section 5310 investments toward projects and programs that address the most critical transportation service gaps for the region's most underserved populations. A prioritized list of project types was developed based on community input and service gap analysis to ensure that limited funding is allocated to initiatives with the greatest potential to improve mobility, safety, and independence for target populations. By aligning resources with demonstrated needs, Metro is actively working to eliminate disparities and expand access to opportunity.

By supporting these core pillars, the Coordinated Plan not only fulfills federal compliance requirements, but also supports Metro's commitment to a transparent and community-driven approach to transportation planning and investments.

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.

This Board item will likely increase VMT in Los Angeles County, as it includes a planning and programming action that supports on-demand, door-to-door, and other demand-responsive transportation services for seniors and individuals with disabilities, including those who use wheelchairs. These specialized transportation services often involve individualized routing and vehicle trips that may increase VMT. However, they provide critical mobility for populations who are not effectively served by fixed-route transit and fill essential transportation gaps. These services are vital for enhancing mobility, safety, and independence among some of the County's most underserved residents.

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. The 2025-2028 Coordinated Plan reflects Metro's responsibility to deliver programs and projects that balance the goal of reducing VMT with the necessity to provide transportation options that effectively serve all Los Angeles County residents.

*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

Adoption of the Coordinated Plan supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by developing goals and strategies to address gaps in existing transportation services.

Goal 3: Enhance communities and lives through mobility and access to opportunity by prioritizing projects and programs that will improve mobility for target populations.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the 2025-2028 Coordinated Plan. However, staff do not recommend this alternative. Failure to adopt the Plan would result in non-compliance with federal transit law requirements under the FTA Section 5310 Program, rendering Metro ineligible to receive future Section 5310 funds. It would also prevent Metro from fulfilling its responsibilities as the designated recipient of Section 5310 funds for the urbanized areas within Los Angeles County.

Adoption of the Coordinated Plan is necessary to maintain program eligibility and ensure continued investment in projects that improve mobility for seniors and individuals with disabilities throughout the County.

NEXT STEPS

Upon Board adoption of the 2025-2028 Coordinated Plan, staff will submit the final Plan to the FTA to ensure compliance. Staff will also begin the development of the next Section 5310 funding solicitation, ensuring alignment with the priorities identified in the Plan. Staff will return to the Board in Fall 2025 to seek approval to release the upcoming Section 5310 funding opportunity.

ATTACHMENT

Attachment A - 2025-2028 Coordinated Plan

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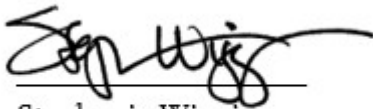
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Stephanie Wiggins
Chief Executive Officer

We're ensuring better transit for all.

Coordinated Public Transit - Human Services Transportation Plan 2025–2028



Metro



Acknowledgments

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Executive Summary



Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) 2025-2028 Coordinated Public Transit-Human Services Transportation Plan Update (herein referred to as the “Coordinated Plan” or the “Plan”) serves as a framework to address the mobility needs of seniors (age 65 and older) and individuals with disabilities, including those who use wheelchairs (herein referred to as “target populations”) throughout Los Angeles County (LA County). As a locally developed plan, it draws upon community-driven insights to identify strategies, initiatives, and projects that enhance the safety and efficiency of transportation options for target populations. By improving and expanding transportation options, the Plan promotes greater independence, social connection, and economic participation in LA County communities.

Federal transit law (49 U.S.C. §5310) and the FTA's Circular 9070.1H require that a Coordinated Plan be developed and approved through a participatory process that involves seniors, individuals with disabilities, public, private, and nonprofit transportation and human services providers, and other relevant community members. The purpose of the Plan is to identify the transportation needs of target populations, to develop strategies to address those needs, and to prioritize transportation projects and programs for implementation and funding.

Metro is the designated recipient of Section 5310 funds for the urbanized areas of LA County and is responsible for the planning, programming, distribution, and overall management of these federal funds. Metro receives approximately \$10.5 million annually in Section 5310 funding, which is awarded to eligible subrecipients every two to three years through a combination of formula-based allocations and competitive solicitation processes.

In accordance with federal requirements, all projects funded through the Section 5310 Program must be included in a locally developed, board adopted, Coordinated Plan. To maintain compliance and continue administering Section 5310 funds in LA County, the Plan must be updated every four years to align with the planning cycles of metropolitan transportation plans. The updated 2025–2028 Coordinated Plan allows Metro to fulfill its role as the designated recipient of Section 5310 funds in LA County and supports the continued administration, programming, and oversight of Section 5310 funded projects throughout the region. All Section 5310 funded projects are required to align with the goals and priorities established in the Plan over the next four years.

The 2025-2028 Coordinated Plan is an update to the 2021-2024 Coordinated Plan, which was adopted by the Metro Board of Directors (Metro Board) in June 2021. This update reflects current needs, priorities, and mobility conditions, and continues to guide the distribution of Section 5310 funds. The Plan does the following:

- > Outlines existing transportation services provided for target populations.
- > Assesses current and future transportation service gaps for target populations.
- > Identifies projects and programs to improve, expand, and address the gaps in services for target populations.
- > Prioritizes projects and programs based on input from target populations to promote greater independence, social connection, and economic participation.
- > Allows Metro to fulfill its responsibilities as the designated recipient for Section 5310 funds in LA County.

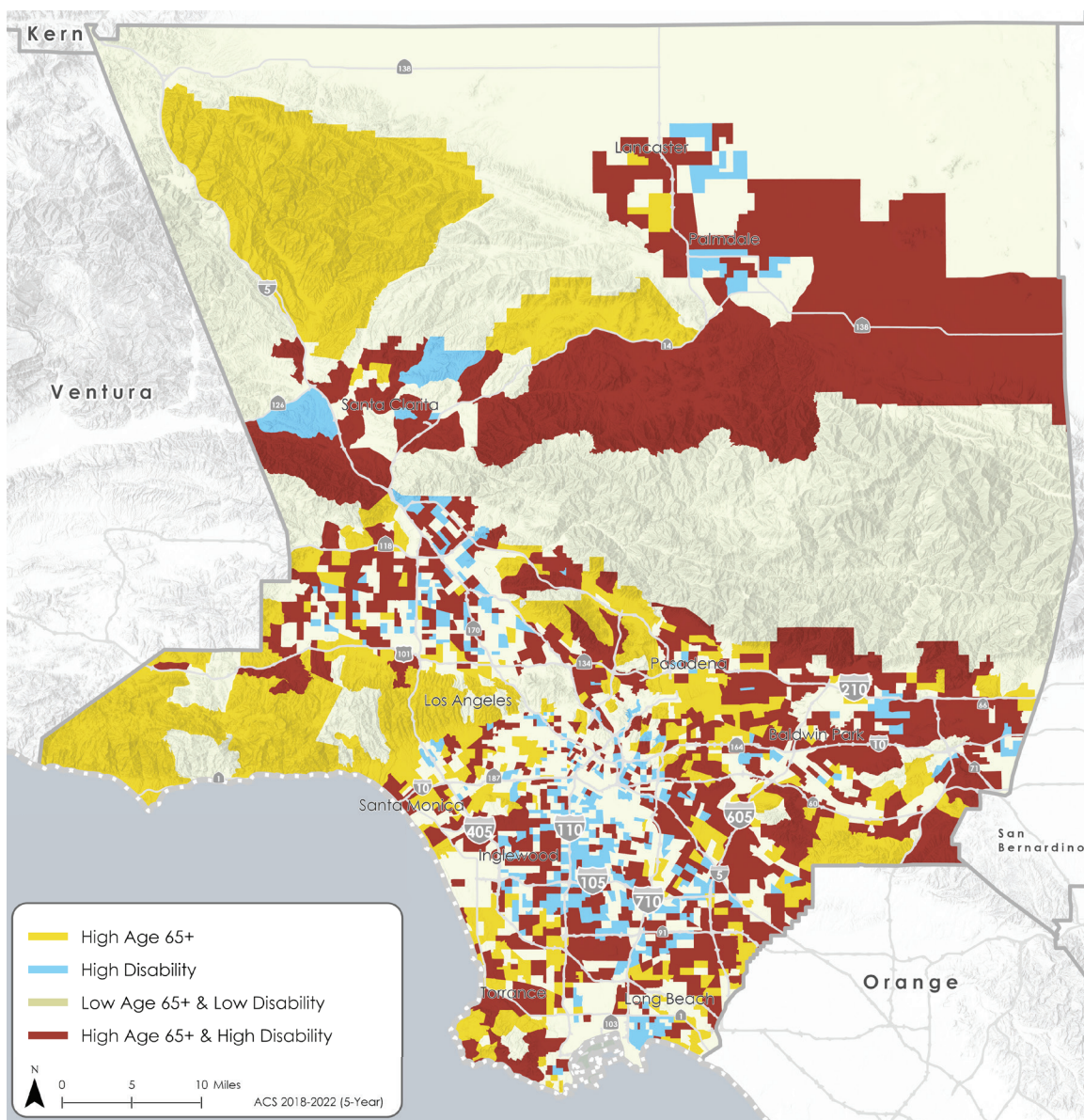
Existing Conditions

As the most populous county in the U.S., LA County encompasses three large Urbanized Areas (UZAs) – Los Angeles/Long Beach/Anaheim, Lancaster/Palmdale, and Santa Clarita – along with significant rural and non-urbanized areas. Based on U.S. Census definitions, these classifications determine the distribution of Section 5310 funding for LA County.

In 2023, LA County had a population of approximately 9.6 million residents within its 4,058 square miles, per the U.S. Census. Section 5310 funds could help support transportation services for approximately 22% of LA County residents, or an estimated 2.13 million persons. Compared to the 2021-2024 Coordinated Plan, the senior population has increased by 13% (a total of 1.53 million persons) and individuals with disabilities have increased by eight percent (a total of 1.09 million persons). The overlap of seniors and individuals with disabilities is also concentrated throughout LA County, particularly within the Lancaster/Palmdale and Santa Clarita UZAs, as well as several cities within the Los Angeles/Long Beach/Anaheim UZA, including the City of Glendale and City of Pasadena (see Figure 1). These demographic trends underscore the critical need to address the unique mobility requirements of these growing target populations.

Within LA County, Metro and other transit providers operate over 8,700 regional and municipal buses, 820 trains, and more than 3,500 paratransit vehicles. Additionally, an estimated 400 vehicles are provided by non-profit and private human service providers for seniors and individuals with disabilities.

Figure 1: Seniors and Individuals with Disabilities



Source: U.S. Census, LA County, Estimates from ACS 5-Year 2018-2022.

Service Gap Assessment

The service gap assessment draws on key findings from an agency survey (public transit and human service provider survey), a public survey, five focus group meetings, existing transit service area information, and recent socio-economic and demographic data. Conclusions of the needs assessment point to where the greatest gaps in service and mobility occur for target populations in LA County.

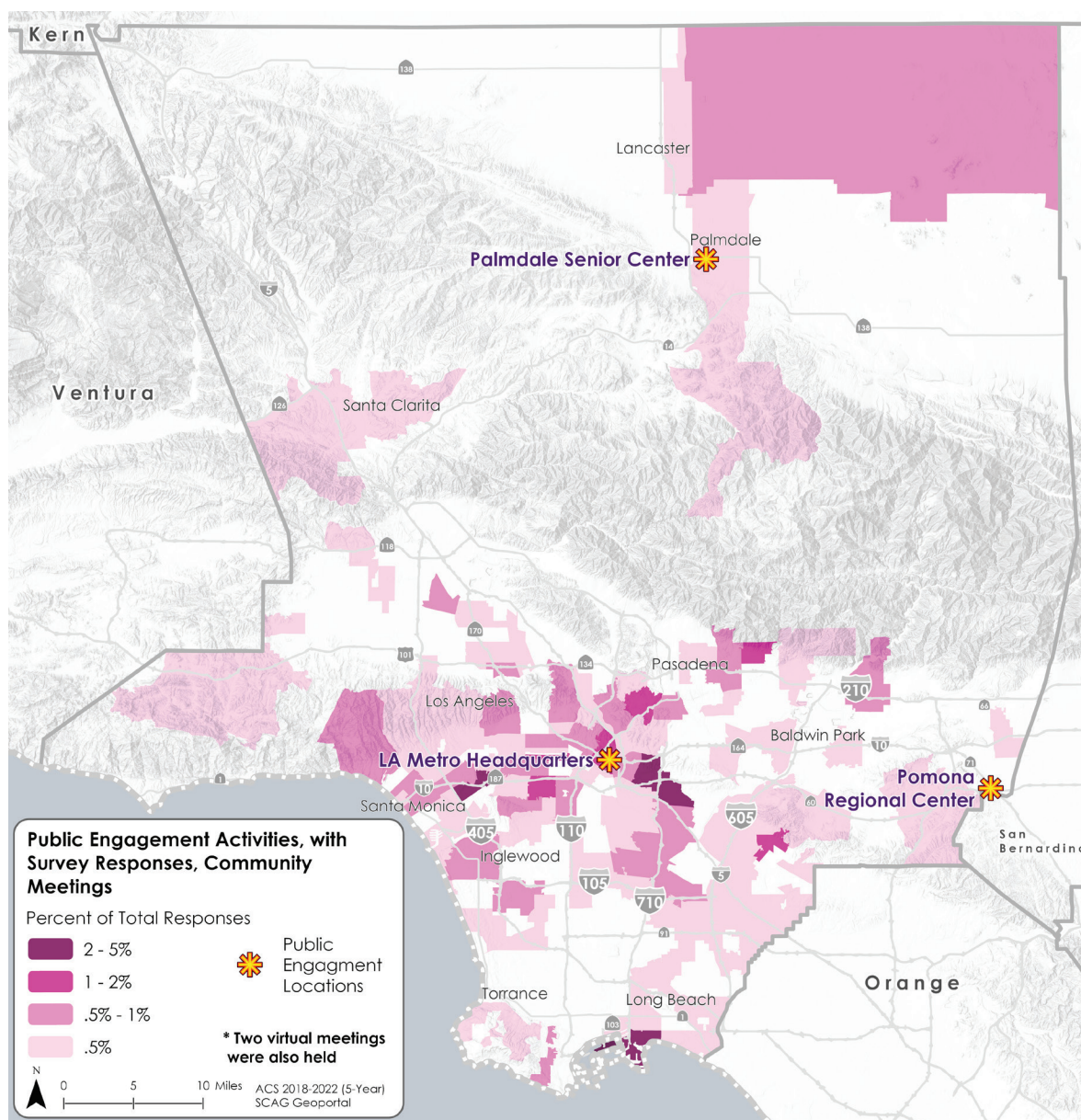
As part of the assessment's outreach efforts, Metro engaged 11 community-based organizations (CBOs) and leveraged their community networks to collect input from target populations. The CBOs were tasked to disseminate information and surveys and encourage their networks to participate in focus groups.

Five focus group meetings were held in December 2024 (two virtual, three in-person) to gather detailed insights on the transportation challenges and needs of target populations. A total of 106 participants attended, representing 65 agencies and organizations across LA County. The meetings engaged a wide audience, with virtual meetings having the highest attendance and in-person meetings providing valuable, location-specific insights. To ensure that all attendees had the opportunity to participate, accessibility was prioritized, both virtually and in-person.

In conjunction with the focus groups, a public opinion survey was distributed to approximately 5,750 seniors, individuals with disabilities, stakeholders, and service providers in LA County to gather customer and provider perspectives on existing transit and paratransit services. Key findings include strong support for infrastructure and vehicle upgrades, transit affordability, safety and security, service reliability, access to paratransit, and strategies for communication and information availability. See Figure 2 for a geographic representation of the target population's engagement activities.

Supplemental data collection was gathered through an agency survey, which was distributed to over 800 transit agencies and human service providers to assess their capital and operational needs and to gain an understanding of their current services. Key findings included widespread use of contracted, volunteer, and employee drivers; common provision of transportation subsidies; aging fleets primarily composed of large vans, cutaways, SUVs, and minivans; and concerns over budget constraints and rising costs. Agencies reported client challenges with on-demand, medical, and essential shopping trips, along with barriers related to trips outside local service boundaries, long-distance travel within LA County, limited trip planning resources, and lack of technological access.

Figure 2: Locations of Public Opinion Survey Respondents and Focus Group Meetings



Source: Arellano Associates and Kittelson & Associates, 2025.

Service Gap Analysis

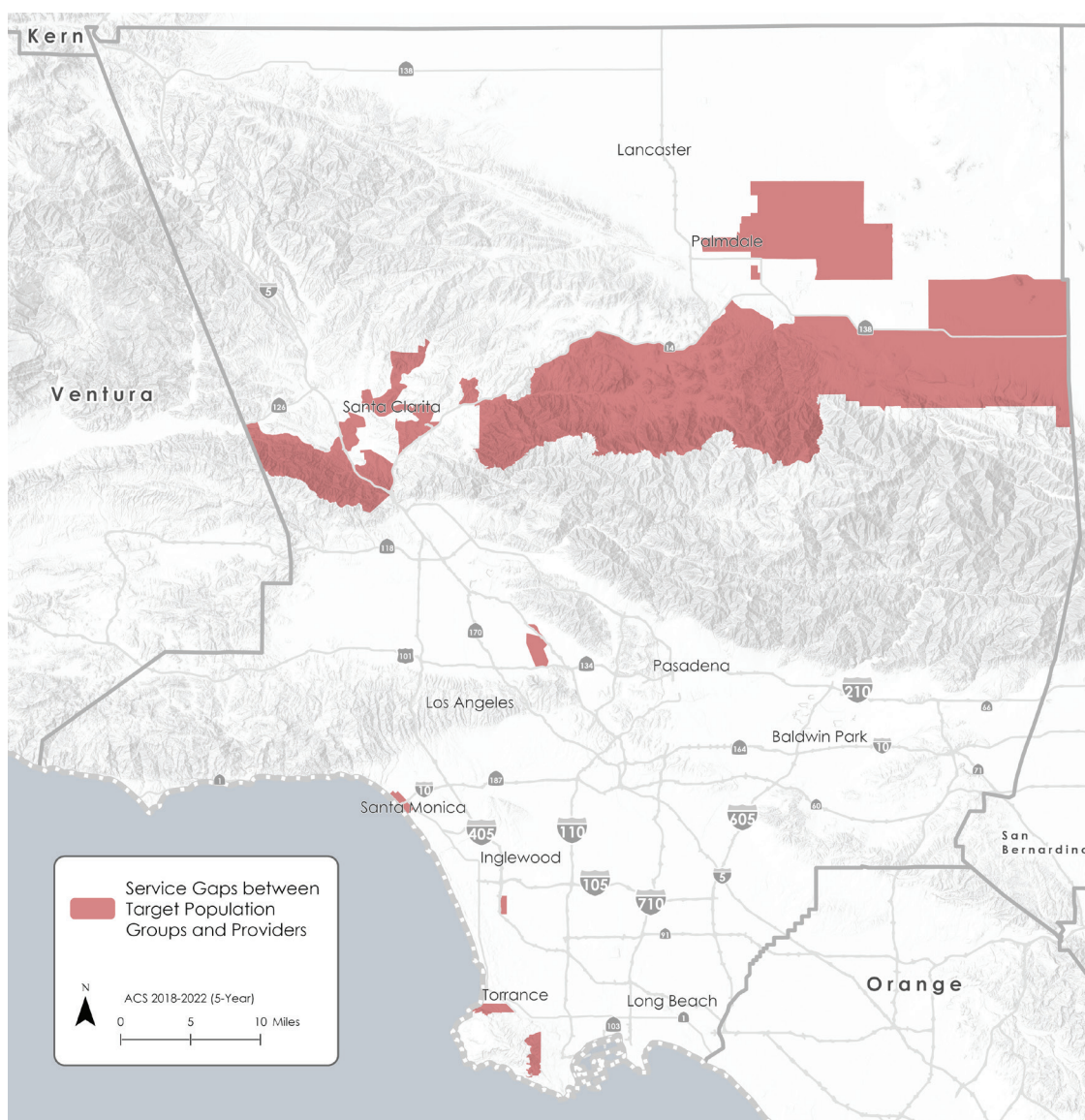
To identify areas of need for LA County target populations, two assessments were conducted. The first reviewed public transit services dedicated to seniors and individuals with disabilities, mapping the number of available services by ZIP Code in 2024. The second assessment reviewed public, non-profit, and private service providers who were recent subrecipients of Section 5310, mapping their service areas by ZIP Code to determine historical funding distribution. These service maps were then overlaid with the data showing areas of high concentrations of seniors and individuals with disabilities. By comparing where target populations reside with the current distribution of services and Section 5310 funding, the analysis revealed clear service gaps across LA County (see Figure 3).

Based on the assessment, the following areas were identified as having target population service gaps:

- > Antelope Valley (Lancaster/Palmdale UZA and non-UZA)
- > Long Beach – South Bay Cities (Los Angeles/Long Beach/Anaheim UZA)
- > San Fernando Valley (Los Angeles/Long Beach/Anaheim UZA)
- > Santa Clarita Valley (Santa Clarita UZA)
- > West LA (Los Angeles/Long Beach/Anaheim UZA)

The gap assessment emphasizes where investments in transportation services for target populations are most needed in LA County.

Figure 3: Gaps in Service Areas for Target Populations



Source: Kittelson & Associates, January 2025.

Goals and Objectives

Five goals and objectives (consistent with the previous 2021-2024 Coordinated Plan) were refined and finalized through the outreach engagement process. These goals were reviewed with CBOs and during focus group meetings to confirm the Plan's purpose and discuss future funding needs, and then finalized with the input received throughout this process. These groups were representative of the county's geographic coverage and key populations, including seniors, individuals with disabilities, and those who rely on public or specialized transportation. These goals include:

- > **Goal 1: Fund Mobility Options** – Sustain, fund, and continue to expand public, private, and other transportation services in LA County to enhance safety, efficiency, independence, and economic participation for target populations.
- > **Goal 2: Address Mobility Gaps** – Improve coordination between public transportation and human services transportation to address mobility gaps, ensuring target populations have safer and more efficient transportation options.
- > **Goal 3: Provide Support Services** – Provide support services to target populations to improve access, awareness, and ease of travel.
- > **Goal 4: Promote and Improve Information Portals** – Promote, improve, and expand information portals on mobility options.
- > **Goal 5: Enhance Performance Monitoring Systems** – Enhance customer feedback and accountable performance monitoring to ensure benefits are directly received by target populations.

Projects and Programs

Projects eligible under Section 5310 funding will need to qualify as “Traditional” capital expenditures or “Other” capital and operating expenditures. Traditional projects are capital projects that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable or inappropriate. Other projects are capital and operating projects that exceed the Americans with Disabilities Act (ADA) minimum requirements; improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

A list of project and program concepts was identified and categorized according to the Plan's goals and strategy framework based on input from agencies and service providers. For each concept, a description of the project type and scope, funding eligibility (Traditional or Other), examples, and sources of the concept were developed. Additionally, previously awarded Section 5310 projects were also incorporated into the concept list to provide a broader range of examples.

Following the list of project and program concepts, a subset of key projects most applicable to address the specific service gaps of each UZA was developed. For Los Angeles/Long Beach/Anaheim UZA, projects include vehicle and fleet expansion, capacity improvements, dial-a-ride, intercounty trips, same-day services, transportation hub, one-stop shop for transit information, and ADA vehicle purchases. Potential projects within the Lancaster/Palmdale UZA include vehicle fleet expansions, capacity improvements, intercounty trips, same-day services, and street improvements. The Santa Clarita UZA projects focus on vehicle expansion, capacity improvements, intercounty trips, and same-day services.



Priorities for Implementation

One of the key outcomes of the Plan is a prioritized list of projects and programs to address the mobility, safety, and efficiency of transportation options for target populations. The prioritized list is intended to support Metro in evaluating applications for Section 5310 funding by identifying projects and programs that are supported by target populations and that directly address existing service gaps and unmet needs.

To assess how well each project concept satisfies the goals and objectives of the Plan, two evaluation criteria were considered:

1) priorities identified by target populations and the transit agencies and service providers that serve them, and 2) the ability of the concept to address target population mobility and gaps in service. Based on the combined scores from the two evaluation criteria, the following projects and programs were identified as high priority:

- > capacity and service level improvements and expansion;
- > multi-language format guides;

- > street improvement projects for access to stops and stations;
- > consolidating multi-city agency resources;
- > travel training programs;
- > programs to serve intercounty and multicity trips; and,
- > promote senior-friendly vehicle operator training.

Other highly ranked priorities included vehicle and fleet expansion and replacement, ongoing programs to serve same-day transportation, consolidation of multicity agency resources, social media promotion of mobility options, and real-time transit information.

The prioritization results provide a foundation for Metro's evaluation of Section 5310 funding applications. This approach ensures that selected projects effectively address the identified mobility needs of target populations while maximizing the impact of available resources. Figure 4 presents the priority list of project and program types by rank.

Figure 4: Prioritization

PRIORITY RANKING	PROJECT AND PROGRAM TYPES
Priority 1	Capacity and service level improvements and expansion
	Multi-language format guides
	Street improvement projects for access to stops and stations
	Travel training programs
	Programs to serve intercounty and multicity trips
	Promote senior-friendly vehicle operator training
Priority 2	Vehicle and fleet expansion and replacement
	Ongoing programs to serve same-day transportation
	Consolidate multicity agency resources
	Social media to promote mobility options
	Real-time transit information
Priority 3	Ongoing dial-a-ride services
	Fare integration among operators
	Performance monitoring and reporting programs
	Subsidies and voucher-based programs
	Ongoing door-to-door or door-through-door transportation
	Mileage reimbursement programs
Priority 4	Travel escorts and volunteer aides
	Find-a-ride trip planner
	Mobility management for target groups at transit centers
	Subsidized vanpool/carshare programs

Source: Metro 2025. Note that projects are listed by score.



Conclusion

The 2025-2028 Coordinated Plan is a locally developed plan shaped by the input of seniors, individuals with disabilities, and the transit and human service providers that serve them. Its development is anchored in demographic analysis and a comprehensive assessment of service gaps across LA County. The Plan provides a framework for addressing the region-wide mobility needs of target populations, by providing implementable strategies, initiatives, and projects that promote greater independence, social connection, and economic participation for LA County communities.

Addressing the transportation needs of target populations requires cost-effective and impactful investments. The highest-priority initiatives identified in this Plan include projects that expand service capacity, improve access to transit stops and stations, enhance intercounty and multicounty connectivity, promote senior-friendly vehicle operator training, provide travel training, and offer multi-language travel information. These investments are designed not only to improve mobility, but also to support broader regional transportation goals.

In addition to guiding local planning efforts, the 2025–2028 Coordinated Plan fulfills FTA requirements for Section 5310 funding. As the designated recipient of Section 5310 funds in LA County, Metro will conduct competitive solicitations for project proposals, prepare and submit grant applications to the FTA on behalf of eligible subrecipients, and ensure that all funded projects are aligned with the goals and priorities established in this Plan. Metro may also fulfill these responsibilities for other federal subrecipient grant programs, as applicable.

This Plan provides a strong foundation for coordinated action, empowering public and private stakeholders to collaborate on effective solutions that improve mobility, enhance quality of life, and strengthen the region's transportation network.

Introduction

The 2025-2028 Coordinated Public Transit-Human Services Transportation Plan Update serves as a framework to address the mobility needs of seniors and individuals with disabilities, including those who use wheelchairs, throughout Los Angeles County. The Plan provides a prioritized list of projects and programs that draws upon community-driven insights and engagement activities. The chapters and key sections of the Plan are as follows:

1 – Introduction

- What is a Coordinated Plan?
- FTA's Section 5310 Program

2 – Existing Conditions

- Target population demographic trends
- Assessment of transportation services

3 – Service Gap Assessment

- CBOs and focus groups
- Public opinion and agency surveys
- Service gap analysis

4 – Goals and Objectives

- Developing goals and objectives
- Strategy framework

5 – Projects and Programs

- List of projects and programs
- Summary by UZA

6 – Prioritization and Implementation

- Methodology
- Project scoring
- Priority list

7 – Conclusion



What is a Coordinated Plan?

The Los Angeles County Metropolitan Transportation Authority (Metro) 2025-2028 Coordinated Public Transit-Human Services Transportation Plan Update (herein referred to as the “Coordinated Plan” or the “Plan”) serves as a framework to address the mobility needs of seniors (age 65 or older) and individuals with disabilities, including those who use wheelchairs (herein referred to as “target populations”) throughout Los Angeles County (LA County). As a locally developed plan, it draws upon community-driven insights to identify strategies, initiatives, and projects that enhance the safety and efficiency of transportation options for the target populations. By improving and expanding transportation options, the Plan promotes greater independence, social connection, and economic participation in LA County communities.

Federal transit law (49 U.S.C. §5310) and the Federal Transit Administration’s (FTA’s) Circular 9070.1H requires that projects funded under FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program be included in a Coordinated Plan. The Plan must be developed and approved through a participatory process involving seniors, individuals with disabilities, public, private, and nonprofit transportation and human services providers, and other relevant community members. The purpose of the Plan is to identify the transportation needs of target populations, to develop strategies to address these needs, and to prioritize transportation projects and programs for implementation and funding.

The 2025-2028 Coordinated Plan is an update to the 2021-2024 Coordinated Plan, which was adopted by the Metro Board in June 2021. This update reflects current needs, priorities, and mobility conditions, and continues to guide the distribution of Section 5310 funds. The Plan does the following:

- > Outlines existing transportation services provided for target populations.
- > Assesses current and future service gaps for target populations.
- > Identifies projects and programs to improve, expand, and address the gaps in services for target populations.
- > Prioritizes projects and programs based on input from target populations to promote greater independence, social connection, and economic participation.
- > Allows Metro to fulfill its responsibilities as the designated recipient for Section 5310 funds in LA County.

FTA Section 5310 Program

Metro is the designated recipient of Section 5310 funds for the urbanized areas of LA County and is responsible for the planning, programming, distribution, and overall management of these federal funds. Metro receives approximately \$10.5 million annually in Section 5310 funding, which is awarded to eligible subrecipients every two to three years through a combination of formula-based allocations and competitive solicitation processes.

In accordance with federal requirements, all projects funded through the Section 5310 Program must be included in a locally developed, board adopted, Coordinated Plan. To maintain compliance and continue administering Section 5310 funds in LA County, the Plan must be updated every four years to align with the planning cycles of metropolitan transportation plans. The updated 2025–2028 Coordinated Plan allows Metro to fulfill its role as the designated recipient of Section 5310 funds in LA County and supports the continued administration, programming, and oversight of Section 5310 funded projects throughout the region. All Section 5310 funded projects are required to align with the goals and priorities established in the Plan over the next four years.



Effective November 2024, the FTA Circular 9070.1H provides updated guidance for the administration of Section 5310 assistance for seniors and individuals with disabilities. The Circular outlines requirements for projects funded with Section 5310, as well as the required elements of the Coordinated Plan incorporated throughout this document. As the designated recipient of Section 5310 formula funding in LA County, Metro has documented its policies and procedures for managing and administering the Section 5310 Program in its Program Management Plan, which is updated with each solicitation cycle.

The Section 5310 Program supports human services transportation in LA County by funding “Traditional” eligible capital expenditures, or “Other” eligible capital and operating expenditures. Traditional projects are capital projects that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Other projects are capital and operating projects that i) exceed the Americans with Disabilities Act (ADA) of 1990 minimum requirements; ii) improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or iii) provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation. A minimum of 55% of all Section 5310 funds for each apportionment year and urbanized area (UZA) must be allocated to Traditional projects before any funding can be allocated to Other projects. No more than 45% of the total funds for a given apportionment area may be used for Other projects.

Traditional projects deemed eligible under the Section 5310 program include:

- > buses and vans;
- > wheelchair lifts, ramps, security devices, and safety barriers;
- > transit-related information technology systems, including scheduling and dispatching systems;
- > mobility management programs; and,
- > acquisition of transportation services under a contract, lease, or other arrangement.

Other projects deemed eligible under the Section 5310 program include:

- > travel training;
- > volunteer driver or mileage reimbursement programs;
- > building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features;
- > improving signage, or way-finding technology;
- > expansion of paratransit service parameters beyond the ADA-required three-fourths mile radius;
- > incremental cost of providing same day, door-to-door, or door-through-door service; and,
- > purchasing vehicles to support new accessible taxis, ride-sharing and/or vanpooling programs.

These eligible activities under the Section 5310 program provide a baseline for Metro’s development of an investment strategy through this Plan. They also represent the scope of project and program types that can be funded through a discretionary pass-through grant program.

In compliance with FTA guidance to “establish performance goals to define the level of performance” and to also “establish performance indicators to be used in measuring relevant outputs, service levels, and outcomes,” the Plan sets forth goals and objectives to define and establish performance indicators based on the following data:

- > A review of relevant documents, plans, programs, policies, regulations, and data sources that address target populations within LA County.
- > Comprehensive outreach to over 5,750 individuals, engagement with 11 community-based organizations (CBOs), 800 service agencies, and other stakeholders.
- > A public opinion survey and five focus group meetings to gather input from the target populations and the agencies that serve them.
- > An agency survey to gather information about their existing assets, operations, and estimated number of rides provided.
- > An analysis of target populations' socio-economic and demographic data.
- > A list of Section 5310 eligible projects and programs received from service agencies between November 2024 and January 2025.

The performance indicators are demonstrated through a prioritization evaluation in order to fulfill obligations to FTA and ensure that the implementation of strategies results in outcomes associated with the program.





Other Metro Funding Opportunities

Metro provides various funding programs and resources to support transportation initiatives across LA County, many of which directly benefit target populations. These programs aim to enhance public transit and dial-a-ride services, improve infrastructure, and promote innovative mobility solutions. Funding resources are available to local jurisdictions, non-profits, and CBOs, helping to address a wide range of transportation needs.

A key funding source is Metro's Local Return Program, which allocates a portion of sales tax revenues directly to local jurisdictions to support essential transportation improvements. These funds help cities and unincorporated areas maintain and enhance local streets, sidewalks, and transit services. The Local Return Program ensures that communities across LA County have flexible funding to address their unique transportation needs, including safety enhancements and first-last mile connectivity improvements. Per the 2020 Long Range Transportation Plan, Metro is projected to allocate approximately \$38 billion to the Local Return Program over the next 30 years, with the largest share dedicated to supporting local public transit and dial-a-ride services.

Metro also provides funding through Measure M, a half-cent sales tax approved by LA County voters in 2016, which funds transportation projects across the region. Measure M revenues support programs such as the Metro Subregional Program and the Metro Active Transportation Program, which focus on improving local streets, expanding public transit, and reducing traffic congestion. Additionally, Metro administers grant opportunities for projects that enhance transportation services.

Another funding program is the Access for All Grant Program, which expands and improves the availability of on-demand wheelchair-accessible vehicle (WAV) services across LA County. Metro supports initiatives that help on-demand transportation providers purchase WAVs, assist transit operators in launching new on-demand services, and enhance existing on-demand programs. Unlike traditional paratransit options, this program minimizes the demand for advanced scheduling and fixed routes, providing greater flexibility and independence for individuals who use mobility devices.

For those seeking additional information on funding programs and resources, visit www.Metro.net/about/funding-resources.

Existing Conditions

This chapter examines existing demographics and transportation services for seniors and individuals with disabilities in LA County, focusing on changes and trends in mobility and population characteristics. This analysis uses current 2023 U.S. Census data to define key demographic characteristics and growth trends. Although LA County offers a diverse range of transportation options, including fixed-route buses, paratransit, commuter rail, human service provider transportation, and non-profit and private services, the growth in target populations continues to outpace growth within the county. This is particularly clear within the past five years, during which LA County's senior population (age 65+) increased by 13%, and individuals with disabilities increased by eight percent. With these LA County target population trends, this chapter also identifies the current transportation services they serve.



Target Population Demographics

This section provides a demographic overview of LA County, focusing on seniors and individuals with disabilities. While acknowledging potential variations in state and local definitions, Federal Transit Law, as outlined in FTA Circular 9070.1H, defines a "senior" as an individual who is 65 years of age or older. An "individual with a disability" is defined in alignment with the ADA as an individual with a physical or mental impairment that substantially limits one or more of their major life activities, those who have a record of such an impairment, or are regarded as having such an impairment. Data for this analysis is primarily sourced from the U.S. Census Bureau's American Community Survey (ACS) 2018-2022 estimates, analyzed at the Census Tract and ZIP Code levels.

Currently, seniors comprise approximately 15.8% (1.53 million), and individuals with disabilities represent 11.4% (1.09 million) of LA County's total 9.66 million population. The Section 5310 program could help support transportation services for approximately 22% of LA County residents, or an estimated 2.13 million persons¹. Understanding the growth trends of these target populations is essential for developing effective transportation services.

Figure 5: LA County Target Population Characteristics

	ESTIMATED 2023 POPULATION	% OF POPULATION
Total LA County	9.66 million	100%
Seniors	1.53 million	15.8%
Age 65-74 years old	889,000 persons	5.4%
Aged 75 + years old	637,800 persons	6.6%
Individuals with a disability	1.09 million	5.4%
Under Age 18 with a disability	82,000 persons	0.8%
Age 18-65 with a disability	517,000 persons	5.4%
Aged 65 + years old	497,000 persons	5.2%

Source: U.S. Census, LA County, Estimates from ACS V2023.

Figure 6: LA County Population Trends

	SENIORS	INDIVIDUALS WITH DISABILITIES
2018 Population	1.35 million	1.09 million
2023 Population	1.53 million	1.09 million
Change from 2018 to 2023	+ 0.18 million	+ 0.08 million
% Change	+13%	+8%

Source: U.S. Census, LA County, Estimates from ACS V2023.

Compared to the 2021-2024 Coordinated Plan, the total number of target populations has increased. The following information is provided to help understand changes in target populations since the last 2021-2024 Coordinated Plan:

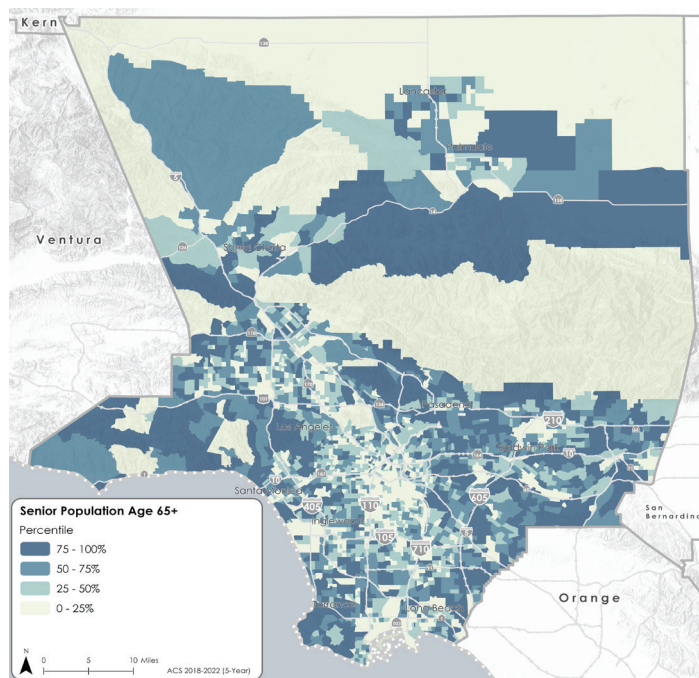
- > Of LA County's 9.66 million population, over 22% are seniors and individuals with disabilities (see Figure 5).
- > The percentage of the population classified as seniors increased from 13.3% to 15.8%, an increase of about 180,000 people.
- > The percentage of the population identified as individuals with disabilities in LA County increased from 9.8% to 11.4%, an increase of approximately 80,000 people.

Based on the growth trends of these target population groups, services for seniors and individuals with disabilities make up an increasingly significant share of travel demand in LA County. Addressing the mobility of target populations is crucial given that seniors and individuals with disabilities are growing at rates of 13% and 8%, respectively (see Figure 6).



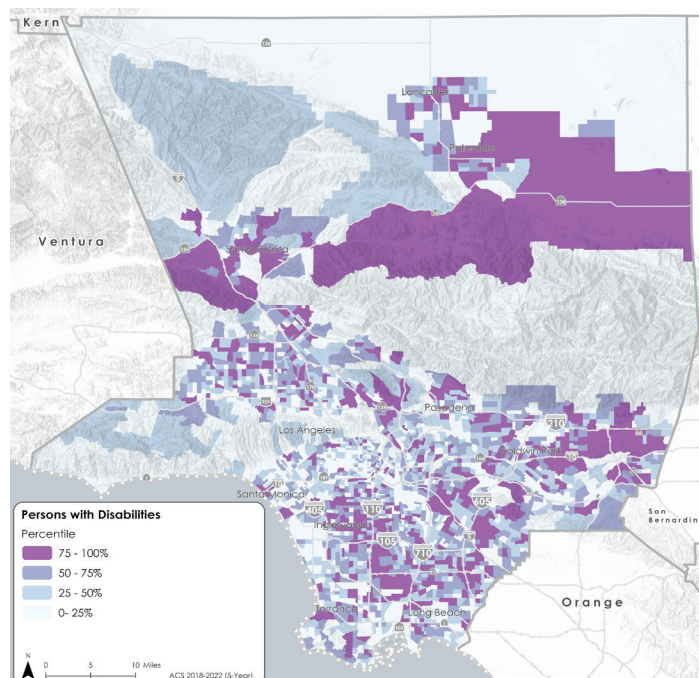
¹ The 22% represents the total senior population (1.53 million persons) and individuals with disabilities under age 18 (82,000 persons) and age 18-65 (517,000 persons) in LA County to avoid double counting.

Figure 7: LA County Senior Population



Source: U.S. Census, LA County, Estimates from ACS 5-Year 2018-2022.

Figure 8: LA County Individuals with Disabilities Population

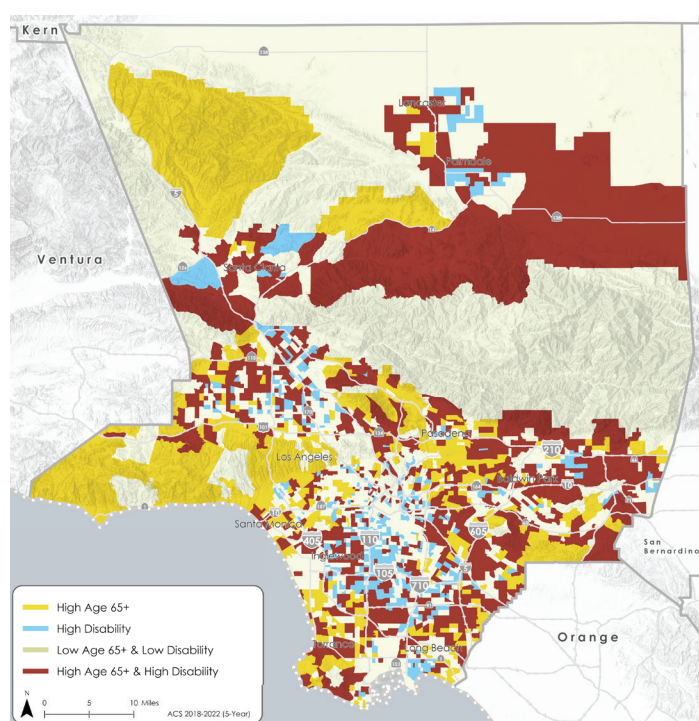


Source: U.S. Census, LA County, Estimates from ACS 5-Year 2018-2022.

Figures 7 through 9 illustrate the geographic distribution of target populations within LA County. Figure 7 shows concentrations of seniors, Figure 8 shows concentrations of individuals with disabilities, and Figure 9 shows areas with overlapping concentrations of both groups. As shown, the highest concentrations are located in the following areas:

- > throughout the Antelope Valley, including both the cities of Palmdale and Lancaster;
- > within and surrounding the City of Santa Clarita;
- > in the northern San Fernando Valley, primarily along the SR-118 corridor;
- > in the central and eastern portion of the San Gabriel Valley, particularly along the I-210 and I-10 corridors;
- > throughout the Gateway Cities area; and,
- > in the Long Beach – South Bay and South Los Angeles neighborhoods.

Figure 9: Seniors and Individuals with Disabilities

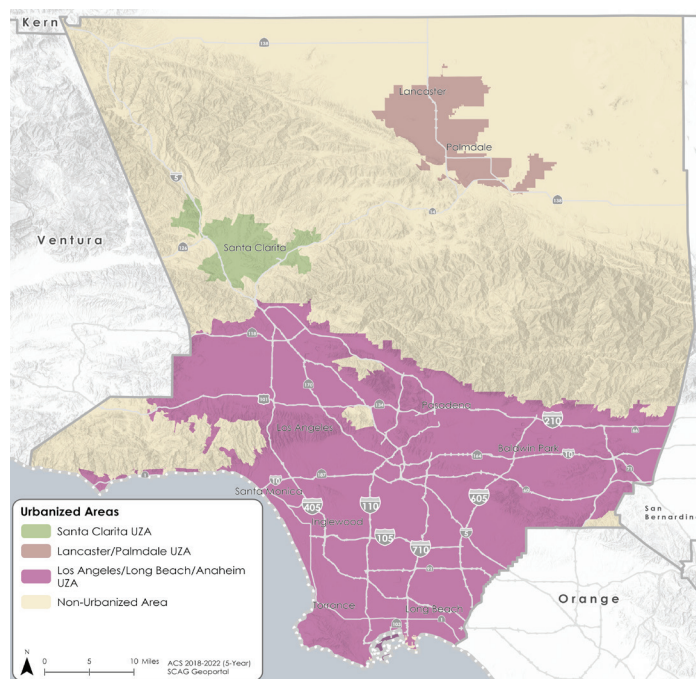


Source: U.S. Census, LA County, Estimates from ACS 5-Year 2018-2022.

The rest of the population of LA County lives in non-urbanized, rural areas, primarily located in the North LA County Region surrounding the Lancaster/Palmdale and Santa Clarita UZAs.

RANK	HIGHEST # OF SENIORS	HIGHEST # OF INDIVIDUALS WITH DISABILITIES
1	Los Angeles	Los Angeles
2	Long Beach	Long Beach
3	Glendale	Glendale
4	Santa Clarita	Santa Clarita
5	Torrance	Palmdale
6	Pasadena	Lancaster
7	Lancaster	Pomona
8	West Covina	Inglewood
9	Pomona	Torrance
10	Palmdale	Pasadena

Figure 11: Urbanized Areas of the LA County Planning Region



Source: Southern California Association of Governments Geospatial Data.





The following summarizes the major findings for the UZAs and rural and non-urbanized Areas of LA County:

- > The largest and most populated UZA (9.12 million people), the Los Angeles/Long Beach/Anaheim UZA includes a significant number of seniors and individuals with disabilities (14% and 11%, respectively).
- > Although the UZAs of Lancaster/Palmdale and Santa Clarita have lower populations (345,000 and 240,000 persons, respectively), they have higher concentrations of individuals with disabilities representing approximately 11% of the population in the Lancaster/Palmdale UZA and around ten percent in the Santa Clarita UZA.
- > Rural and non-urbanized areas of LA County have about 180,000 residents, or approximately two percent of the county's total population. Of this population, around 15.9% are seniors and nine percent are people with disabilities.

The next section describes the existing transportation services in LA County that serve these growing target populations.

Assessment of Transportation Services

Serving LA County's 9.6 million population, Metro and other LA County public transit providers' assets include 820 trains, 8,782 regional and municipal buses, and 3,538 paratransit vehicles. In addition, based on the agency survey distributed to non-profit and private human service providers, an estimated 403 vehicles are also available to seniors and individuals with disabilities.

Transportation service information from the National Transit Database (NTD) includes an asset inventory and condition assessment used by the FTA in their apportionment formulas, including that for the Section 5310 program. Figure 12 presents information from the NTD for FY22- FY23, the most recent data available, followed by a description of the various transit and transportation services offered to target populations. As the NTD only requires mandatory reporting from direct recipients or beneficiaries of Section 5307 and Section 5311 funds, additional information was obtained through an agency survey to document trips typically provided by other non-profit and private services.

Figure 12: Overview of LA County Public Transportation Trips and Vehicle Fleets by Mode

LOS ANGELES COUNTY PUBLIC AND SPECIALIZED TRANSPORTATION						
MODES	Operator Totals		Mode Level Totals			
	Passenger Trips	Vehicles in Service	Passenger Trips	% of Total	Vehicles in Service	% of Total
RAIL	127,542,892	820	127,542,892	16.6%	820	6.2%
Metrolink (Heavy Rail)	7,501,751	390				
Metro Rail (Heavy Rail - D and B Lines)	52,311,872	116				
Metro Rail (Light Rail - A, C, L and E Lines)	67,729,269	314				
BUS – Core Regional Network	427,737,306	4,026	629,277,560	81.8%	8,782	66.8%
Metro (Bus)	402,489,703	3,091				
Metro (Bus Rapid Transit)	8,268,006	48				
Commuter Bus	2,165,798	281				
Foothill Transit	14,813,799	606				
BUS – Inter-Community and Community Service	201,540,254	4,756				
Municipal/City (Bus) 30 cities	196,784,122	3,213				
Small operators (Bus) - 32 of 48 city programs	551,522	39				
Metro Vanpool	2,728,473	1,454				
LA County Bus	1,476,137	50				
PARATRANSIT – Regional Demand Response Services	6,504,350	1,639	12,452,209	1.6%	3,538	26.9%
Access Services	6,504,350	1,639				
PARATRANSIT – Municipal Demand Response Service	5,947,859	1,899				
Demand Response	5,888,396	1,858				
Small Operators (Dial-A-Ride)	59,463	41				
TOTAL ALL NTD REPORTED PUBLIC TRANSIT			769,272,661	100.0%	13,140	100.0%
*ESTIMATED OTHER – Human Service Providers	943,503	387	943,503	100.0%	403	100.0%
*ESTIMATED # of Drivers	1,116	N/A				
ESTIMATED TOTAL FOR ALL OF LA COUNTY			770,216,164	100%	13,543	100%

Source: National Transit Database, 2022 - 2023 Annual Agency Profile. 2022 - 2023 NTD Annual Data - Service (by Mode and Time Period) | Department of Transportation - Data Portal; 2025-2028 Agency Survey, Questions #8 and #16, January 2025.

Notes: * ESTIMATED OTHER and ESTIMATED # of Driver totals are based on Coordinated Plan 2025-2028 Agency Survey information. Agency/ Human Services totals exclude survey reported trips and vehicles from public transit and municipal operated services to avoid double counting.

Fixed-Route Transit

Metro fixed-route bus system includes bus and micro on-demand rideshare services. The Metro bus network is the primary regional fixed-route system for LA County. It covers 1,477 square miles of service and has a fleet of around 2,100 buses (Metro, 2024). As described in Metro's NextGen Bus Plan, Metro is targeting a more frequent and reliable fixed-route bus service to complement Metro Rail and municipal operator services. As of November 2024, Metro operates 119 bus routes, with 12,016 bus stops. In FY24, Metro buses had approximately 71.1 million total revenue service miles. The Metro Micro network currently covers eight zones (Watts/Compton, LA International Airport/Inglewood, North Hollywood/Burbank, El Monte, Highland Park/Eagle Rock/Glendale, Altadena/Pasadena/Sierra Madre, Northwest San Fernando Valley, and University of California, Los Angeles/Westwood/Veterans Affairs Medical Center) in LA County with a fleet of 85 vehicles. In FY24, Metro Micro had around 762,800 annual boardings, which equate to around 2.1 million annual trips and three million total revenue service miles.

There are several subregional fixed-route bus transit services throughout LA County. Foothill Transit serves San Gabriel Valley; Santa Clarita Transit serves Santa Clarita Valley; and Antelope Valley Transit Authority (AVTA) serves Antelope Valley. The Downtown Area Shuttle circulates through many communities in the City of LA, supplementing Metro fixed-transit services. Some local fixed-route bus routes operated by individual cities provide inter-jurisdictional transit between cities and communities, while others serve as intracity circulators for local residents.

Regional ADA Complementary Paratransit

Access Services is the designated ADA complementary paratransit service provider for LA County. Established to comply with the ADA, Access Services provides shared-ride, curb-to-curb transportation for individuals with disabilities who are unable to use fixed-route public transportation (such as buses and trains) due to physical, cognitive, or other functional limitations. Access Services operates countywide, extending over 1,950 square miles, covering all areas within 3/4 of a mile of an existing fixed-route bus or rail line operated by any of LA County's public transit agencies. In FY24, Access Services reported serving 2.8 million paratransit trips to approximately 113,000 qualified paratransit riders.

Commuter Rail Services

As of November 2024, Metro operates six rail lines that cover 109 centerline miles with a fleet of 337 Light Rail Transit cars and 100 Heavy Rail Transit subway/underground vehicles that provide service at 107 stations. In FY24, Metro rail had approximately 23.7 million total revenue rail car miles. In addition to Metro's rail, LA County also has regional commuter rail service provided by Metrolink, a heavy rail system that shares existing train tracks with freight trains and intercity rail lines. Metrolink provides intercity travel across seven rail lines between Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. Metrolink operates the nation's third-largest commuter rail system with 546 total route miles and 67 stations. It served an average of 22,693 weekday riders in FY23.

Amtrak is a national rail provider that connects America's cities via 21,400 route miles across 46 states, Washington, D.C. and three Canadian provinces. Amtrak operates at speeds up to 150 mph, covering more than 500 destinations. In FY23, Amtrak provided 28.6 million trips nationally, of which around 2.4 million were on Amtrak's Pacific Surfliner service in California.

Human Service Providers

Human service providers offer essential mobility options for target populations by addressing specialized transportation needs and can fill gaps in the public transportation network. Whether public, non-profit, or private providers, these programs are often flexible and vary in service design, including door-through-door transportation, subsidization of vouchers and bus passes, mileage reimbursement and volunteer driver programs, public transit travel training, transit information, and mobility management brokerages. Many of LA County's municipal and local operators provide response and on-demand service to seniors and individuals with disabilities within their service areas or within city limits. Local paratransit programs generally require lower passenger fares and eligibility criteria that are easier to meet than ADA paratransit. Based on the agency survey (which is a sample of all human service providers), over 943,000 annual passenger trips and 403 vehicles were reported to operate in 2024.



Private Transportation

Transportation Network Companies (TNCs) such as Uber, Lyft, Butterfli, and GoGoGrandparent provide app-based rideshare trip booking for on-demand transportation as a modern alternative to taxis. These demand-response ride-hailing models give passengers an innovative way to reserve and pay for trips through a smartphone that estimates the cost of the desired trip and provides real-time vehicle mapping and arrival time estimates. These TNCs have worked on efforts in recent years to be more accommodating to customers with disabilities and riders using mobility devices.

Mobility Management and Information Resources

211 LA offers 24/7 multilingual access to comprehensive information and a referral database via phone (dial 2-1-1), online, email, and two-way texting. As part of the 211RIDE collaborative, 211 LA assists clients in identifying suitable transportation options. The 211RIDE multi-modal trip planning tool (www.211ride.org) simplifies commuting across Southern California counties by providing tailored transportation solutions based on user demographics and specific needs. This platform presents various modes, including fixed-route transit, demand-response services, TNCs, and volunteer transportation, enabling users to select the most appropriate option for their mobility requirements (211, 2024).

Service Gap Assessment

Assessing mobility needs and identifying service gaps in existing transportation options for target populations is a key component of the Plan, as it highlights the mobility constraints that exist for local communities and their economies. As a locally developed plan, these areas of need were identified through an outreach approach that included focus groups, public and agency surveys, project concept forms, demographic analysis, and a service gap assessment for LA County.

Outreach efforts were designed to engage key stakeholder groups. These groups included target populations, representatives of public, private, and non-profit transportation and human service agencies, and CBOs that serve the target populations.

Given LA County's large geographic area, outreach activities were conducted through a series of activities throughout the Plan's development to ensure representative participation from the UZAs that comprise the LA County Planning Region.

This chapter presents a service gap analysis assessing transportation options for target populations throughout LA County. To identify these areas of need for target populations, two assessments were conducted. The gap analysis highlights areas where investments in transportation services for target populations are most needed.



Outreach Engagement Activities

To inform the Plan, Metro conducted extensive outreach activities by engaging seniors and individuals with disabilities, public, private, and nonprofit service providers, CBOs, and other stakeholders. These outreach efforts allowed for the collection of valuable input from key stakeholders through two targeted surveys (one for the public and one for agencies and service providers), five focus group meetings (two virtual and three in-person), community meetings, and a 30-day public comment period. To ensure a thorough outreach engagement process, Metro created partnerships with 11 CBOs to solicit and gather input for the Plan. The CBOs were charged with completing several supportive outreach activities, including collecting information and disseminating notifications through their established community networks.

CBO Outreach Efforts

Consistent with Metro's CBO Database and Partnering Strategy, at the initiation of the Plan, 11 CBOs were onboarded through a CBO engagement process. CBO partners were tasked with disseminating information through their LA County networks and social media posts, distributing surveys to target population groups and providers, sending invites for focus group participation, and RSVP tracking. The CBO partners conducted targeted outreach for the focus group meetings and the agency survey. This included phone calls, emails, follow-ups, and social media posts.



Two primary CBO partners, Move LA and the Service Center for Independent Life (SCIL), were responsible for the CBO roundtable facilitation, survey distribution and project awareness, focus group attendance and outreach, and distribution of the final plan document.

Nine CBO outreach support partners were responsible for disseminating information through social media posts and their community networks, including Advanced Healthcare Administrators, Strategic Actions for a Just Economy, Bike LA, Streets Are For Everyone (SAFE), Public Matters, Designated Exceptional Services for Independence (DESI), the YMCA, Global Green, and Long Beach Forward.

Focus Groups

To ensure that all attendees had the opportunity to participate, share their insights, and discuss critical transportation challenges and needs for target populations, accessibility was a key priority for all meetings, both virtual and in-person.



For the virtual meetings, simultaneous interpretation services were provided in Spanish and American Sign Language. A call-in number and other multi-language translations were also available if needed. A shared Word document and both verbal and chat discussions during the virtual meeting allowed participants to provide live feedback, view their contributions in real-time, and engage in written questions and answers throughout the meeting. The 'raise hand' feature enabled verbal contributions during discussions. To enhance readability, particularly for individuals with visual impairments, guiding discussion questions were displayed on-screen in large font. These measures aimed to create a collaborative and safe environment that encouraged active participation from all attendees.

In selecting meeting locations, a wide range of locations throughout LA County were considered to ensure outreach and participation were available in person for those from the edges of the county, as well as those located centrally, with higher transit access. Meeting spaces were chosen to accommodate all participants, including those using mobility devices and other special accommodations (e.g., hearing impaired, visually impaired, multilingual needs). Seating was arranged to ensure comfortable seating for everyone. Live notes were recorded in a shared Word document displayed with consistent Wi-Fi access. Refreshments were provided in accordance with ADA guidelines. These accommodations fostered an inclusive and welcoming environment conducive to full participation.

In total, 106 participants, representing 65 agencies and organizations, participated in the focus group meetings.

Agencies and organizations represented included:

- > Able ARTS Work
- > Access LA
- > Access Services
- > Aging Next
- > AVTA
- > AVP St Mary's Church
- > Butterfli Technologies, Inc.
- > City of Bell
- > City of Bell Gardens
- > City of Burbank
- > City of Calabasas
- > City of Cerritos
- > City of El Monte
- > City of El Segundo
- > City of Glendale
- > City of Glendora
- > City of Hawaiian Gardens
- > City of Hawthorne
- > City of Inglewood
- > City of Long Beach
- > City of Los Angeles
- > City of Monrovia
- > City of Monterey Park
- > City of Palmdale
- > City of Pasadena
- > City of Santa Clarita
- > City of Santa Fe Springs
- > City of South Gate
- > City of Whittier
- > Disability Rights California
- > Disabled Resources Center, Inc.
- > Fast Link Downtown LA
- > Harbor Regional Center
- > Institute for the Redesign of Learning
- > City of LA Disability Commission
- > LA County Commission
- > Legacy Commons
- > LA County Aging and Disabilities Department
- > LA Jewish Home for the Aging
- > Move LA
- > Neighborhood Legal Services
- > Pacoima Beautiful
- > Palmdale Chapter AARP #2195
- > PathPoint
- > PIH Health Good Samaritan Hospital
- > Pomona Valley Transportation Authority
- > Service Center for Independent Life (SCIL)
- > Southern California Resources Services for Independent Living (SCRS-IL)
- > Streets Are For Everyone (SAFE)
- > The Adult Skills Center
- > Ventura Transit
- > Westside Pacific Villages
- > White Memorial Medical Center



Input was gathered through the virtual and in-person focus groups, exploring current travel behaviors, challenges, desired programs and projects, considerations for new services, and recommendations for enhancing communication and engagement. The three in-person focus groups conducted in the City of Pomona/San Gabriel Valley (SGV), Metro Headquarters (HQ), and the City of Palmdale captured location-specific perspectives and informed targeted solutions for transit service improvements. Virtual focus groups highlighted both local and regional concerns related to transportation safety, access, infrastructure, communication, and outreach.


The following highlights key topics discussed during the five focus group meetings.

Accessibility and Infrastructure:

- > **Physical Infrastructure:** Target populations, particularly those using walkers, wheelchairs, or other medical equipment, identified the need for sidewalks, pathways, bus shelters, benches, working public address (PA) systems, and reliable elevators. Infrastructure was cited as lacking, particularly in Palmdale (especially Sun Village and Eastside Palmdale) and certain corridors within the Metro HQ service area. Pomona/SGV participants noted missing benches and inadequate signage at stations.
- > **In-Vehicle Accommodations:** Issues with aging fleets, dysfunctional equipment (ramps, temperature control, PA systems), and limited space for wheelchairs, personal belongings, and companions were reported. Metro HQ participants shared wheelchair spaces were often blocked by bikes or fold-down seats.
- > **Wayfinding:** Participants described a lack of clear signage, braille, and real-time passenger information systems (especially audio and visual updates) led to navigation challenges, particularly for visually impaired individuals.

Service Availability and Reliability:

- > **Service Hours and Areas:** Participants cited issues with service hours (e.g., weekends, early mornings, and late nights) and limited-service areas. Palmdale (Westside) and Metro HQ participants specifically mentioned off-peak hour service gaps.
- > **Connectivity and Coordination:** Participants found fragmented services occurred across county lines and between service providers (e.g., between LA and San Bernardino Counties and between Foothill Transit and Metrolink). Focus group participants described long wait times, missed transfers, and overly complicated trips.
- > **On-Demand Service:** Participants cited a lack of same-day on-demand service, which limited travel flexibility.
- > **Vehicle Capacity:** Comments were made related to limited wheelchair capacity on buses, causing extended wait times and missed pick-ups.
- > **Access Services:** Metro HQ participants cited delays, extended trip times, high costs, and renewal process difficulties.

Facilitated Discussion/ <i>Discusión Facilitada</i>	
<p>1. How do Seniors and Individuals with Disabilities travel today?</p> <p>1. ¿Cómo viajan actualmente las personas mayores y las personas con discapacidades?</p>	

Safety and Security:

- > **General Safety:** Concerns were described about safety on Metro buses and rail. Issues included insufficient lighting, lack of security presence, and poor cleanliness.
- > **Operator Conduct:** Instances of bus drivers passing up riders with visible disabilities were reported in the Metro HQ focus group. Stricter enforcement, penalties, and improved operator training (including bias and sensitivity training) were noted as priorities.
- > **Emergency Protocols:** Limited emergency protocols, such as non-functional PA systems and a lack of assistance during emergencies, were identified as safety risks.

Communication and Outreach:

- > **Information Access:** Comments reported difficulty accessing consolidated service information across providers and limited multilingual resources. Pomona/SGV participants requested a "one-stop-shop" for information.
- > **Outreach Strategies:** Participants suggested diverse communication channels, including print materials at community spaces (senior centers, libraries, medical offices), digital displays at stations, YouTube, social media, and partnerships with trusted organizations (Meals on Wheels, churches, nonprofits). Palmdale participants preferred large-font mailers and phone helplines.
- > **User Education:** A need for expanded travel training, user-friendly tutorials, and readily available information on services and how to use them was communicated.
- > **Cost to Riders:** Participants were concerned about their budget constraints and fare increases.

Other Key Needs and Suggestions:

- > **Volunteer Driver Programs:** A preference for expanding mileage reimbursement incentives and including drivers at various community locations was noted in the Pomona/SGV focus group.
- > **Rideshare Funding:** Participants in the Pomona/SGV focus group requested funding and support for nonprofits to coordinate rideshare services.
- > **App Improvements:** Simplifying, consolidating, and streamlining apps and websites across agencies with accessible navigation features was a common theme from all focus groups.
- > **Intercounty Transportation:** Improved intercounty transportation options, particularly between Kern County and Lancaster, were described.

These insights inform the strategies and initiatives for the Plan to address the transportation priorities of target populations. Based on the focus group input, major themes emphasized geographic disparities, service gaps, and lack of informational access to services.

Needs Assessment Surveys

Two surveys were conducted to gather input from both the user perspective and the agency and service provider's perspective within the region. A public opinion survey was distributed to 5,750 individuals, including seniors, individuals with disabilities, stakeholders, and service providers. The public opinion survey allowed participants to share their experiences, preferences, and challenges related to public transit and paratransit in LA County. Separately, an agency survey was distributed to 800 transit agencies and human service providers region-wide to assess transportation service needs for the next four years (2025-2028) and gain a better understanding of current services.

In anticipation of the next Section 5310 Program funding cycle(s), a project concept form was also requested from agencies and human service providers, asking them to describe projects or programs they might be interested in applying for under Section 5310 or other funding opportunities.

Public Comments on the Plan

The Plan was circulated for public review and comment over a 30-day period from April 28 to June 2, 2025. To encourage public input, Metro also hosted a virtual community meeting on May 21, 2025, where participants received an overview of the Plan, discussed findings, and provided feedback. Additionally, the public was encouraged to submit comments via mail, email, or a dedicated hotline.

A total of 21 public comments were received on the Plan during the 30-day period, citing key themes such as the need for more accessible, on-demand transportation and improved intercounty transit options. Commenters also emphasized the importance of ADA-compliant sidewalks, clearer signage, and enhanced bus stop amenities. Further feedback stressed the need for regional coordination to address mobility gaps.

Metro implemented a comprehensive outreach strategy using both traditional and digital methods to ensure broad public engagement. The comment period and virtual meeting were promoted through partner CBOs, Metro's website, social media platforms, Community Relations Regional Weekly Newsletters, and Metro's The Source and El Pasajero blogs. Additionally, the Plan was publicized via bus car cards installed on Metro buses, with over 5,000 bilingual announcements, reinforcing accessibility across the county.

To maximize reach, physical hard copies of the Plan were made available at key community locations and Metro Headquarters. Target population groups and public/private partners were further engaged through briefings, e-blasts, and a distributed social media toolkit, amplifying outreach efforts. The virtual public meeting provided a forum for real-time discussion, with public comments collected via website forms, email, the Project hotline, and direct input during the session.

For a summary of the feedback received on the Plan, refer to Attachment A.





Public Opinion Survey

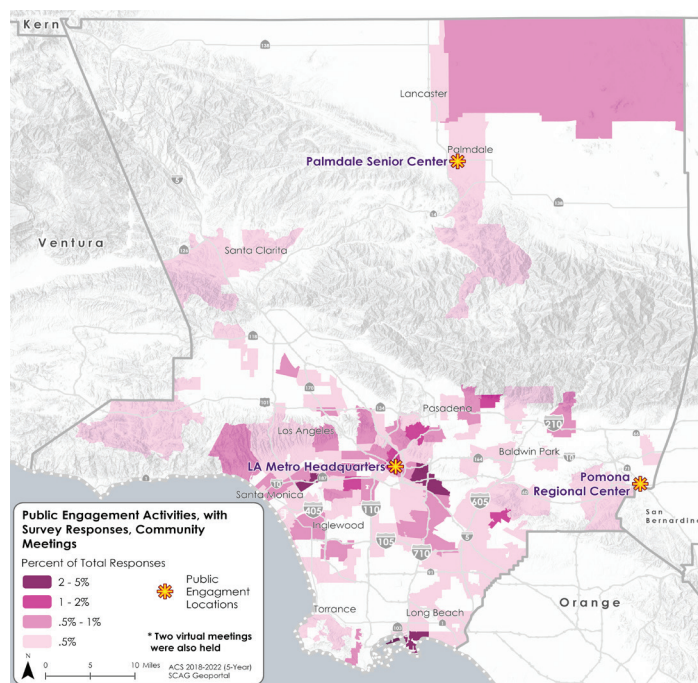
The public opinion survey was designed to ensure a bottom-up approach to assessing priorities, challenges, and improvements in public transit and paratransit services throughout LA County. The survey received a total of 267 responses from a varied participant group, including seniors, individuals with disabilities, stakeholders working and serving these populations, and general transit users. The resulting data provides a diverse perspective on the opinions of the target population transit and paratransit users and their associated stakeholders. Common topics described in the opinion survey included affordability, safety, reliability, and accessibility. The public opinion survey was organized into five topic areas:

- > participant information (e.g., a senior, individual with a disability, etc.);
- > travel characteristics and satisfaction with current services;
- > transit challenges/barriers;
- > top desired improvement projects and programs; and,
- > demographic information.

Figure 13 shows the geographic distribution of the public opinion survey respondents who provided their ZIP Code information, as well as the locations where the public engagement events were hosted (Metro Headquarters, Palmdale Senior Center, and Pomona Regional Center).

The public opinion survey captured responses from a wide range of participants, providing a representative snapshot of transit users and stakeholders. Based on the survey results, as shown in Figure 14, the majority of the respondents were seniors and individuals with disabilities (totaling 57%) or those who work directly with seniors or individuals with disabilities (35%).

Figure 13: Locations of Survey Respondents and Public Engagement Events

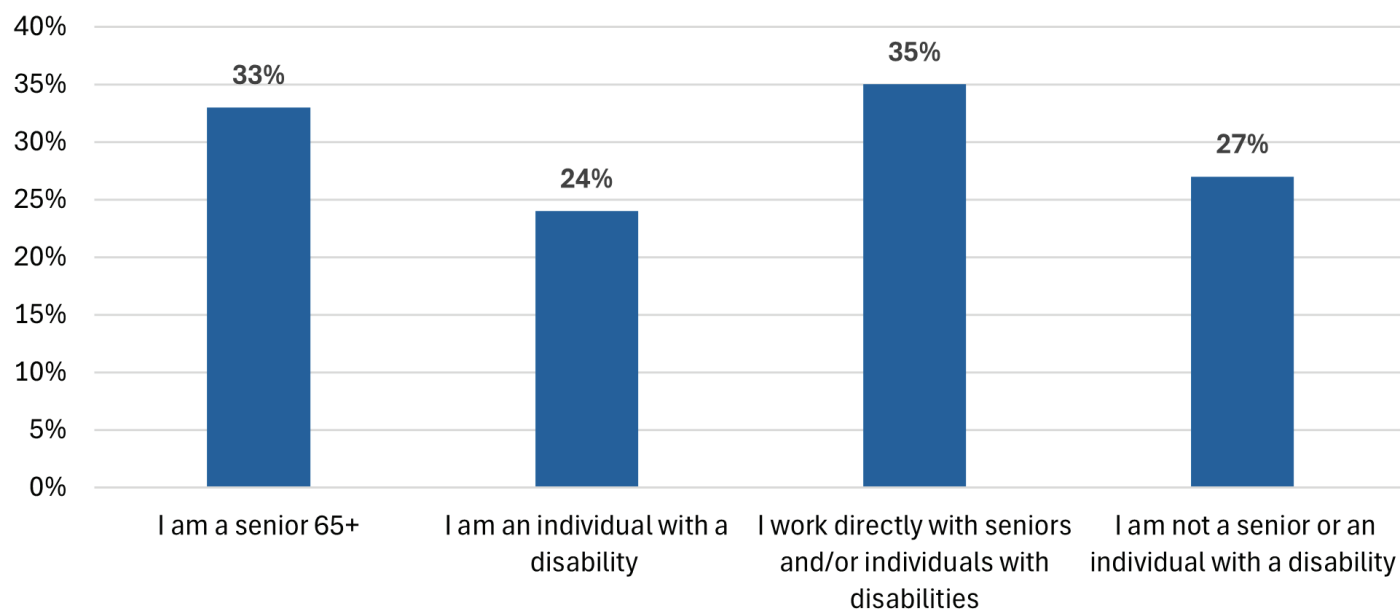


Source: Arellano Associates and Kittelson & Associates, 2025.





Figure 14: Public Survey Participants

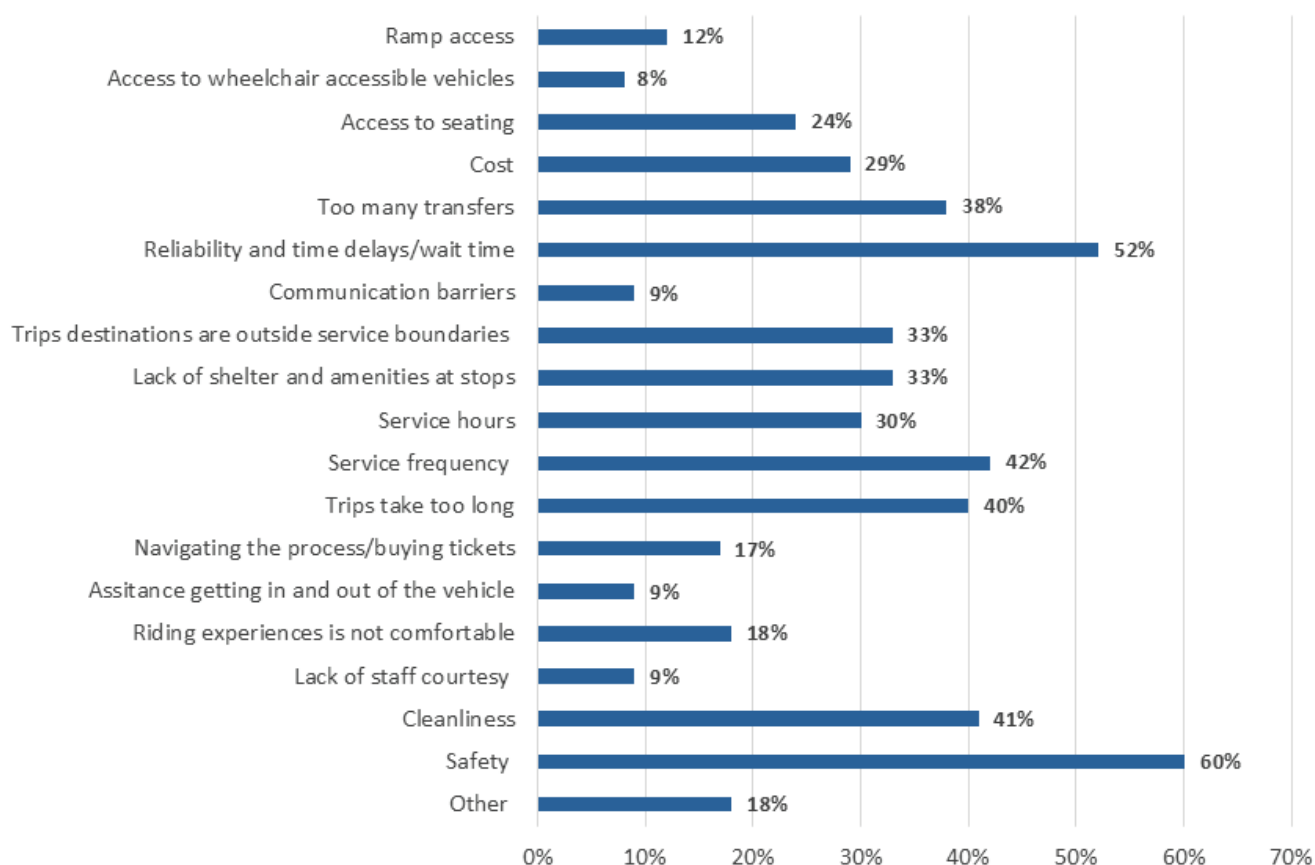


Source: 2025-28 Public Survey, Question #1, January 2025.

Key Findings from the Public Opinion Survey.

- > **Public Transit Affordability:** Strong support (64%) for the affordability of public transit suggests that discounted fares for seniors and people with disabilities are highly desired.
- > **Safety Concerns:** A significant concern described was safety, with 48% of respondents disagreeing that “public transit provides a safe riding environment,” compared to 18% who agreed with that statement. Common concerns described included inadequate station lighting, unhoused individuals exhibiting erratic behavior, and insufficient security personnel. Highlighted solutions included increased surveillance, better lighting, and enhanced transit police presence.
- > **Service Reliability:** A mixed response was received regarding service reliability, with 43% neutral and 32% disagreeing with the statement “transit availability meets their needs.” Highlighted solutions included investments in service frequency, timeliness, and reliability.
- > **Paratransit Accessibility:** While 61% found paratransit “easy to use,” 30% noted that it is not always available when needed. Highlighted solutions suggested a need for expanded service coverage and streamlined access.
- > **Top Transportation Barriers:** The most significant challenges indicated were safety (60%), reliability and time delays (52%), and service frequency (42%) (see Figure 15).
- > **Challenges Faced by Target Populations:** Specific challenges cited included difficulty securing priority seating during peak hours, inadequate wheelchair-accessible spaces, cleanliness issues at transit stops, and communication barriers (e.g., navigating systems and understanding announcements).
- > **Positive Responses:** Respondents expressed appreciation for the affordability of transit, courteous staff, and the reliability and friendliness of services like Access Services.

Figure 15: Transportation Barriers



Source: 2025-2028 Public Survey, Question #6, January 2025.

The public opinion survey highlights critical areas for improvement in LA County's transit and paratransit systems, especially regarding safety, reliability, and the unique challenges faced by seniors and individuals with disabilities. While positive aspects like affordability and courteous staff were noted, significant concerns and barriers to travel were emphasized. Targeted investments and educational campaigns are vital to address these unique travel challenges. These insights provide a strong foundation for future grant funding and planning decisions.

Agency And Human Service Providers Survey

Understanding the barriers faced by target populations, as well as the critical operational and service needs of transit and human service agencies over the next four years, is essential to identifying current and future areas of need. To support this effort, a survey was distributed in December 2024 to collect detailed information on transit operations, client demographics, and each agency's approach to services.

The agency survey was separated into five sections:

- > agency/organization information;
- > user/client information;
- > operational information;
- > capital and operating budgets; and,
- > client needs.

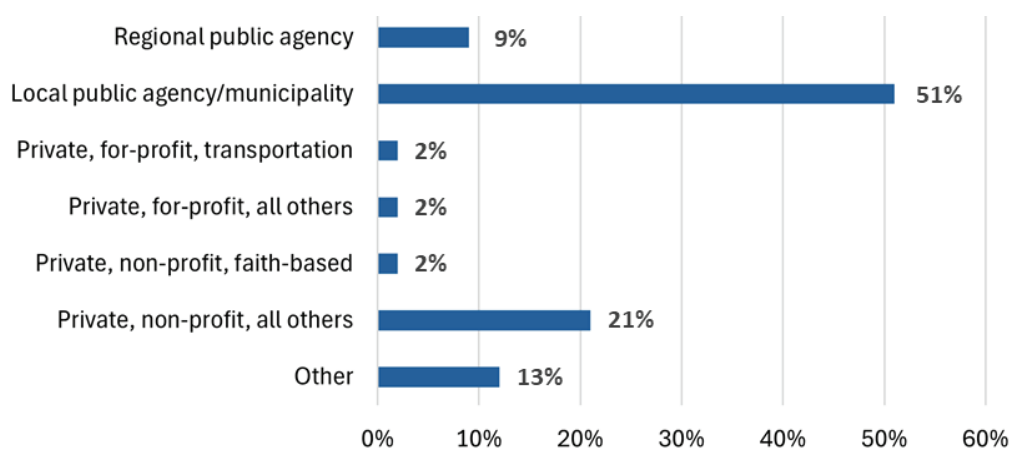
Survey questions were developed in alignment with Section 5310 funding requirements and were designed to capture information on existing and future transportation service gaps for target populations. On November 20, 2024, over 860 emails were sent to an extensive contact list of transit agencies and service providers, including public, non-profit, and other stakeholder organizations from Metro's outreach database.

Between November 21, 2024 and January 17, 2025, a total of 62 agency surveys and 21 project concept forms were received. Respondents represented a variety of agency types, with the majority share from local transit agencies/municipalities (51%), followed by non-profit providers (21%). Approximately 13% responded as “other” in the health and education industries. Most respondents indicated that they provide services such as door-to-door, dial-a-ride, curb-to-curb, door-through-door, and shared ride services. Many also offer supplemental services including travel training, mobility management, referrals, and technology support (apps, booking rides, and managing services). Figure 16 illustrates the distribution of agency and organization types who responded.

Key Findings from the agency survey:

- > **Drivers and Employees:** Respondents were asked about the type of drivers they use, whether they are dedicated employees, contracted drivers, volunteers, or employees who drive in addition to other duties. Approximately half of the respondents have contracted drivers, 23% have volunteer drivers, and 15% have dedicated employee drivers.
- > **Other Services Offered:** Around 90% of respondents reported they provide some level of transportation subsidy. The most common subsidies offered are transit passes, tickets, or rideshare (taxi/Uber/Lyft) vouchers. Around 15% of respondents reimburse mileage and around 3% provide gas cards or subsidized travel aides and escorts. Those who marked “Other” described: free rides on Pasadena Transit, funds directly to the customer, donations only, supplemental vouchers if Dial-A-Ride cannot accommodate, subsidized Metro and Foothill Transit Tap sales, and donated passes.
- > **Existing Fleets:** Nearly 88% of respondents said they owned their vehicles, while 12% reported their vehicles were leased or rented. The majority of the respondents’ fleets were made up of SUVs and minivans (up to seven passengers) (51%), followed by standard buses (22%), larger vans and cutaways (15 passengers) (14%), and then individual sedans and shuttle buses (three percent). Around 79% of respondents stated that their vehicles are ramp or lift-equipped, and only two percent stated that their vehicles are equipped to accommodate more than one or two wheelchairs. Of the total vehicles reported, around a fifth would need to be replaced within the next four years (18% of vehicles are over seven years old or have more than 200,000 miles).
- > **Annual Budgets:** The size of the agencies that responded varied, with the largest regional agency being LA County Access Services (\$250 million operating budget and \$30 million capital budget). Local agencies and municipalities had annual operating budgets ranging from \$24,000 to \$125 million, with capital budgets in FY24 of \$90,000 to \$14 million. Private/non-profit organizations had variable operating budgets depending on the size of the organization, with the highest reported at \$20 million and the lowest reported at \$100,000 annually. Two private/non-profit organizations reported that their capital budgets are between \$30,000 to \$175,000.
- > **Future Expenses:** The majority of respondents (approximately 66%) reported their expenses increased from FY23 to FY24; 29% reported no change, and only five percent reported a decrease in expenses. In addition, around a third of respondents reported they were likely to expand their programs, and a third planned to maintain their current services.

Figure 16: Agency Characteristics



Source: 2025-2028 Agency Survey, Question #2, January 2025.

When describing their clients' transportation needs, agencies and human service providers highlighted mobility and technology barriers. Below are the major mobility needs, barriers and issues cited:

- > **Most difficult types of trips:** The majority of respondents cited the most difficult types of trips as same-day reservations/immediate needs trips (on-demand) for medical trips (e.g., to a local doctor or health clinic visits) and essential shopping trips (e.g., pharmacy, groceries, etc.).
- > **Most communicated barriers for access/mobility:** When asked about barriers, the most common responses were trips outside local service boundaries, long trips within LA County, and difficulty with trip planning and trip information. Other major access and mobility issues included safety, transfers between routes and systems, and accessibility in/out of the vehicle.
- > **Most communicated difficulty using technology or new services:** To gain a better understanding of challenges in communicating with seniors, individuals with disabilities, most agencies and service providers stated that obtaining information and the type of device or app needed were the top challenges. Other types of difficulties include costs, how complicated it is to use, frequency of service, and travel time.

- > **Barriers agencies/organizations face:** An open-ended question asked agencies to describe strategies they thought are important to address in 2025-2028.

Common themes from responses included rerouting of service; expanding service into neighboring cities; vehicle replacement (autonomous and zero-emission vehicles); affordability; accommodating demand for paratransit; rising cost of service; expanding volunteer driver programs; and local agency coordination.

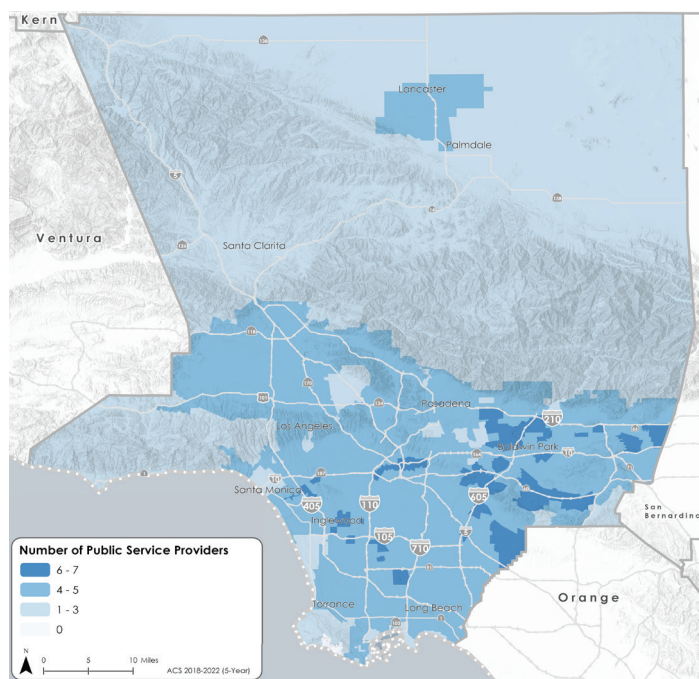
Service Gap Analysis

To identify areas of need for LA County target populations, two assessments were conducted. The first reviewed public transit services dedicated to seniors and individuals with disabilities, mapping the number of available services by ZIP Code in 2024. The second assessment reviewed public, non-profit, and private service providers who were recent subrecipients of Section 5310, mapping their service areas by ZIP Code to determine historical funding distribution.

These service maps were then overlaid with the data showing areas of high concentrations of seniors and individuals with disabilities that were previously assessed. By comparing where target populations reside with the current distribution of services and recent Section 5310 funding, the analysis revealed clear service gaps across LA County. The following figures and discussion provide more details with respect to this service gap assessment.



Figure 17: Service Areas of Public Transit Service Providers for Target Populations

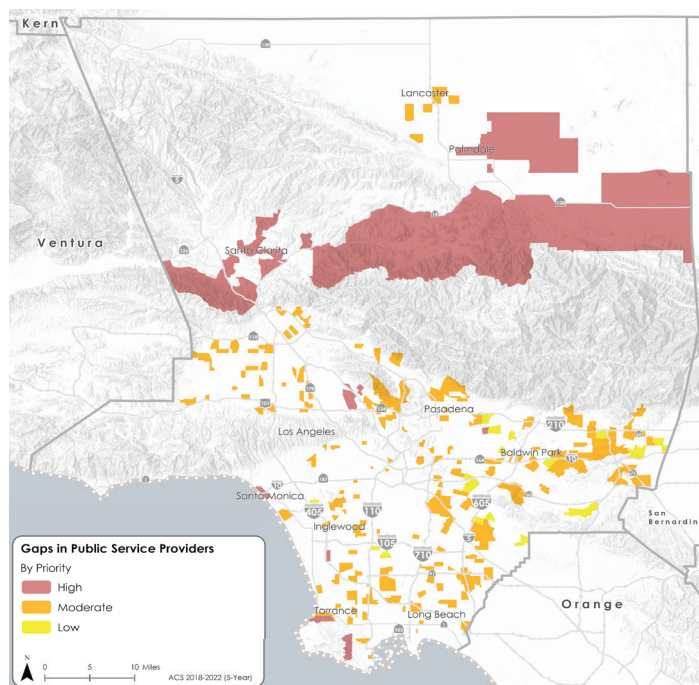


Source: Kittelson & Associates, January 2025.

The first assessment researched and reviewed service areas within LA County that provide dedicated services for seniors and individuals with disabilities (e.g., senior shuttles, paratransit, dial-a-ride). These services were mapped at the ZIP Code level. As shown in Figure 17, most ZIP Codes within the large UZAs have at least one dedicated transportation service for target populations. However, several areas were identified with limited or no options, particularly in parts of the beach cities in the South Bay and West LA, sections of the San Fernando and San Gabriel Valleys, and small pockets within the Gateway Cities region. In contrast, some areas are served by more than five operators, including portions of the San Gabriel Valley, Gateway Cities, Downtown LA, and South Bay, reflecting more robust service coverage in these communities.

These service areas were overlaid with the data showing areas of high concentrations of seniors and individuals with disabilities to identify the parts of LA County with the highest need for projects serving target populations. Figure 18 highlights high priority areas (shown in darker shades/brown) which indicate locations with high concentrations of target populations but low levels of available services. In contrast, low priority areas (shown in lighter shades/yellow) indicate locations where transit services are more readily available to meet the needs of target populations.

Figure 18: Gaps in Public Transit Services for Target Populations



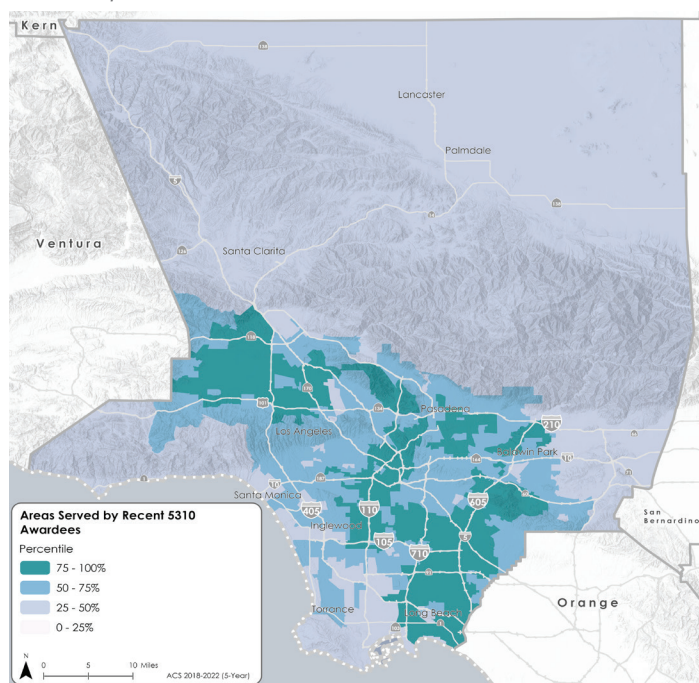
Source: Kittelson & Associates, January 2025.

There are several high-priority areas where there are large numbers of seniors and individuals with disabilities that have limited dedicated service options. These are primarily located in the following areas:

- > Antelope Valley (Palmdale and unincorporated LA County);
- > Long Beach - South Bay (parts of Palos Verdes Estates);
- > San Fernando Valley (parts of Burbank);
- > San Gabriel Valley (parts of Arcadia);
- > Santa Clarita Valley (parts of Santa Clarita and unincorporated LA County); and,
- > West Los Angeles (parts of Hawthorne and Santa Monica).



Figure 19: Service Areas of Recent 5310 Program Awardees in LA County



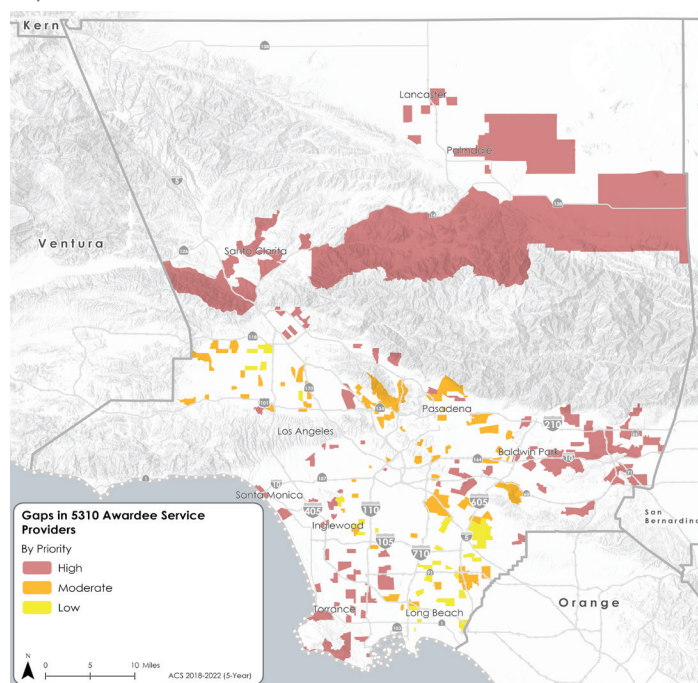
Kittelson & Associates, January 2025

For the second assessment, the service areas of Metro's Section 5310 subrecipient agencies and organizations were mapped and assessed at the ZIP Code level to determine their coverage within LA County. Metro currently has 63 active subrecipients providing Section 5310 and other transportation related services, including both public transportation agencies and nonprofit organizations. Figure 19 illustrates the percentage of each ZIP Code served by at least one recent subrecipient.

The majority of LA County, including the three large UZAs, is served by public transit agencies and non-profit organizations that are active or recent subrecipients, indicating target populations are directly benefiting from Section 5310 and other similar funding sources. Areas with the lowest coverage (less than 25%) are primarily located in West LA, the Antelope Valley, the San Gabriel Valley, and the Long Beach and South Bay areas. In contrast, the highest levels of coverage are generally found in the San Fernando Valley, East LA, South LA, and Gateway Cities areas.

These service areas were then overlaid with the data showing areas of high concentrations of seniors and individuals with disabilities to determine the parts of LA County with the greatest need, as shown in Figure 20. High-priority areas (shown in darker shades/brown) indicate areas of high concentration of target populations that have not recently received funding.

Figure 20: Gaps in Current Funding Subrecipients for Target Populations



Kittelson & Associates, January 2025

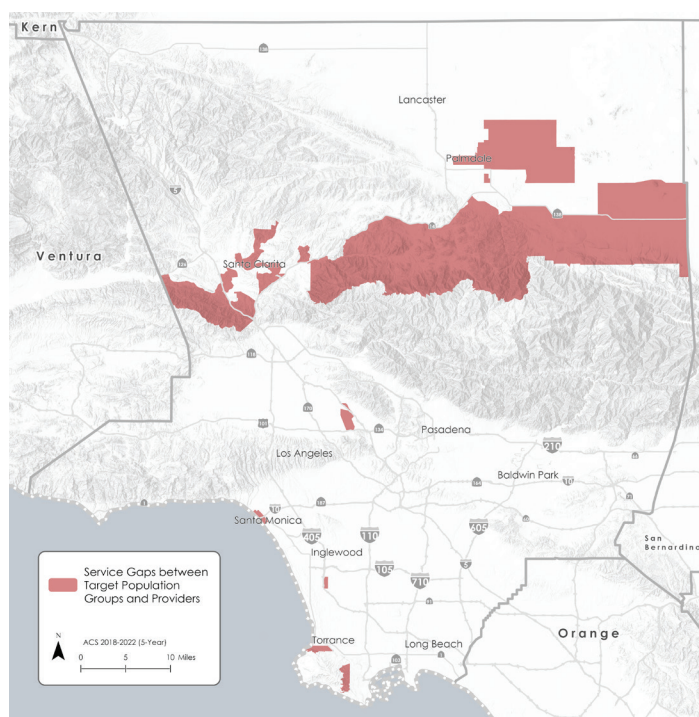
In contrast, low priority areas (shown in lighter shades/yellow) indicate locations where funding has been allocated to support services in areas with high concentrations of target populations.

Areas with a large number of target populations that have received limited or no Section 5310 funding in the past include:

- > Antelope Valley (Lancaster, Palmdale, and unincorporated LA County)
- > East Los Angeles/Gateway Cities (parts of Montebello, Whittier)
- > Long Beach - South Bay (parts of Carson, Compton, Gardena, Harbor City, Hawthorne, Inglewood, Lomita, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, San Pedro, Torrance)
- > San Fernando Valley (parts of Burbank, Encino, Glendale, San Fernando, Sylmar, unincorporated LA County)
- > San Gabriel Valley (parts of Altadena, Azusa, Baldwin Park, Claremont, Covina, Diamond Bar, Duarte, Glendora, La Puente, La Verne, Monterey Park, Pasadena, Pomona, Rowland Heights, San Dimas, South El Monte, Walnut, West Covina)
- > Santa Clarita Valley (parts of Santa Clarita and unincorporated LA County)
- > West Los Angeles (parts of Beverly Hills, Culver City, Santa Monica, West Hollywood)

The high priority areas identified through both gap assessments highlight the need to address service gaps for seniors and individuals with disabilities across LA County. By combining the results of these analyses at the ZIP Code level, a clear understanding is developed of where targeted investments are most needed. These combined findings help to identify specific areas within the Planning Region that would benefit from additional dedicated transportation services. Based on the results of the two assessment, and illustrated in Figure 21, the following are the recommended priority areas and locations for future investment.

Figure 21: Priority Areas



Source: Metro, 2024; Kittelson & Associates, 2025.

Antelope Valley

- > Within the Antelope Valley, there are three ZIP Codes with high-priority gaps in services. These include one ZIP Code within Palmdale (93552) and two ZIP Codes in unincorporated LA County (93510 near Acton and 93544 near Llano). These are located within the Lancaster/ Palmdale UZA.

Long Beach – South Bay Cities

- > Within the Long Beach – South Bay Cities planning area, two ZIP Codes have high-priority gaps in service. These are both located in the Rancho Palos Verde area (90274 and 90275). These are located within the Los Angeles/ Long Beach/Anaheim UZA.

San Fernando Valley

- > Within the San Fernando Valley, high-priority gaps in service are located in two ZIP Codes in Burbank (91504 and 91506). These are located within the Los Angeles/ Long Beach/Anaheim UZA.

Santa Clarita Valley

- > Within the Santa Clarita Valley planning area, there are eight ZIP Codes with high-priority gaps in service. These include two ZIP Codes within Santa Clarita (91321 and 91390) and six ZIP Codes in unincorporated LA County (91350 near Saugus; 91351 and 91387 near Canyon County; 91354 and 91355 near Valencia, and 91381 near Stevenson Ranch). These are located within the Santa Clarita UZA.

West Los Angeles

- > Within the West Los Angeles planning area, four ZIP Codes have high-priority gaps in service, all of which are located within Santa Monica (90401, 90403, 90404, and 90405). These are located within the Los Angeles/ Long Beach/Anaheim UZA.



Goals and Objectives

The goals and objectives of the Plan guide transportation funding decisions to support the needs of target populations by aligning with the identified purpose and need for future projects. The five goals and objectives (consistent with the previous 2021-2024 Coordinated Plan) were refined and finalized through the outreach engagement process. These goals were shared with CBOs and presented during focus group meetings to confirm the Plan's purpose and discuss future funding needs. Input from these sessions informed the finalization of the goals. This chapter describes the development of the goals, objectives, needs, and strategic framework for the Plan.



Developing Goals & Objectives

To establish goals and objectives of the Plan, five goals and objectives (consistent with the previous 2021-2024 Coordinated Plan) were updated through the outreach engagement. This outreach was conducted through an extensive and thorough process including five focus groups, public opinion surveys, agency surveys, and engagement with 11 CBOs. The five goals and objectives were reviewed with CBOs and during focus group meetings to confirm the Plan's purpose and discuss future funding needs for 2025-2028.

The following describes the five goals and objectives of the Plan, and the related mobility needs they address.

Goal 1: Fund Mobility Options

Objective: Sustain, fund, and continue to expand public, private, and other transportation services in LA County to enhance safety, efficiency, independence, and economic participation for target populations.

Need: With access to over 2,100 buses and nearly 109 miles of rail service, most communities in LA County are served by a regional provider such as Metro, Metrolink, and Access Services. However, for some seniors and individuals with disabilities who are unable to use fixed-route public transportation (such as buses and trains) due to physical, cognitive, or other functional limitations, transit service availability can vary widely. Agencies and other service providers shared the following challenges they face in meeting the transportation needs of their communities:

- > addressing safety and security concerns;
- > challenges for wheelchair users, difficulty with last-mile connectivity, and trips outside local service boundaries;
- > reliability concerns such as long wait times and delays with transfers, service delays, limited off-peak service, and on-demand options;
- > resource and funding challenges, especially for smaller community-based agencies;
- > poorly maintained bus stops and unclean facilities;
- > of the total vehicles reported by agencies, around a fifth would need to be replaced within the next four years (18% of vehicles are over seven years old or had more than 200,000 miles); and,
- > overcrowding issues at bus locations used by residents of Angeles Plaza at Bunker Hill.

Goal 2: Address Mobility Gaps

Objective: Improve coordination between public transit and human services to address mobility gaps, ensuring target populations have safer and more efficient transportation options.

Need: LA County has a significant and complex layering of transportation services for target populations at the local, subregional, and regional levels. Since regional transportation funding is allocated throughout LA County based on jurisdictional boundaries, target population services can have gaps in mobility. Trips within and between regional and local destinations can be difficult for many members of target populations.

Mobility concerns identified through the outreach process as well as the service gap analysis described the following:

- > Based on the agency survey, there is a high demand for same-day response services, particularly to address medical and essential shopping (pharmacy, groceries, etc.). For these types of trips, fixed-route services typically require transfers which can be long and burdensome. With limited same-day response services available, target populations must reserve these types of trips 24-48 hours in advance.
- > With travelers often needing to cross jurisdictional lines, demand does not adhere to city boundaries. This creates challenges, particularly for demand response services. Trips outside service area boundaries are a significant barrier. For example, fragmented services across county lines and between service providers – especially between LA and San Bernardino Counties and between Foothill Transit and Metrolink – can lead to long wait times for transfers and complicated trip connections.
- > Safety, transfers between routes and systems, and physical accessibility into/out of vehicles were also noted as barriers.
- > Difficulty in making trips during non-peak hours (including early mornings, midday, evenings, and weekends).
- > Inadequate or no sidewalks, bus shelters, and lack of clear signage and real-time information were also documented difficulties.
- > Through the service gap analysis, significant gaps in services to seniors and individuals with disabilities were identified in five areas: Rancho Palos Verdes, Burbank, Santa Monica, Palmdale/Antelope Valley, and Santa Clarita Valley.

Goal 3: Provide Support Services

Objective: Provide support services to target populations to improve access, awareness, and ease of travel

Need: Currently, 15.8% of LA County residents (1.53 million persons) are aged 65 or older, while 11.4% (1.09 million persons) are identified as having disabilities. Collectively, these two groups represent a potential service population of 2.13 million, or approximately 22% of LA County's total population that could be served by Section 5310 funding. From 2018 to 2023, the senior population increased by 13% and the population of individuals with disabilities increased by eight percent. The community outreach and review of relevant documents revealed the need to provide support services to target populations to improve their travel, including:

- > Expanded travel training, user-friendly tutorials, and readily available information on services and how to use them were consistently cited in the focus groups.
- > Bus driver training to address instances of bus drivers passing up riders with visible disabilities was reported during focus group meetings.
- > Community-based solutions (expanding volunteer driver programs, funding sources, local agency coordination) were also cited as needs during focus groups.

Goal 4: Promote and Improve Information Portals

Objective: Promote, improve, and expand information portals on mobility options.

Need: A consistent barrier in traveling is the target population's ability to understand and navigate their transportation options. Service providers cited frequently asked questions from their customers including: what types of travel options are available; do I need to transfer; how long will the trip take; how much will it cost; and is it safe?

Based on outreach efforts, the following informational barriers were identified:

- > Lack of clear signage, braille, and real-time passenger information systems (especially audio and visual updates) create navigation challenges, particularly for visually impaired individuals.
- > There is a need for effective communication strategies including traditional methods, digital strategies, and partnerships with trusted community organizations.
- > Customers cited difficulty accessing consolidated service information across providers.
- > Limited multilingual resources were noted as an informational barrier.





Goal 5: Enhance Performance Monitoring Systems

Objective: Provide customer feedback and accountable performance monitoring to ensure benefits are directly received by target populations.

Need: To ensure transportation services effectively and efficiently operate to address the mobility needs of target populations, robust accountability and performance monitoring programs should be employed. These programs should track key metrics (key performance indicators or KPIs) and outcomes to demonstrate the impact of transportation services on target populations and optimize resource allocation for maximum benefit.

A standardized system or guidance for performance measurement and reporting is currently lacking for smaller municipalities and non-profit organizations. This deficiency prevents consistent data collection and analysis, hindering their ability to effectively demonstrate accountability and measure performance. The absence of a structured approach, such as annual reporting and KPI tracking, limits the ability of these entities to systematically track progress and identify areas for improvement. Customers cited the following performance concerns:

- > Instances of bus drivers passing up riders with visible disabilities highlight the need for improved operator training (e.g., bias and sensitivity training).
- > Concerns about safety on Metro buses and rail included insufficient lighting, lack of security presence, and poor cleanliness.

Goals and Strategies for the Plan

Based on input received throughout the outreach effort, the following strategies have been identified to address effective travel for LA County's target populations. Figure 22 presents the 2025-2028 Plan goals and a framework of strategies.

Figure 22: Goals and Strategies

Goal 1: Fund Mobility Options

Sustain, fund, and continue to expand public, private, and other transportation services in LA County to enhance safety, efficiency, independence, and economic participation for target populations.

STRATEGIES
1.1 Strategy: Fund effective travel options such as Access Services, microtransit/vanpool, dial-a-ride, and other travel assistance services that directly serve target populations.
1.2 Strategy: Fund high-priority projects and activities that address service gaps identified in the Plan.
1.3 Strategy: Develop safety improvements at stops and safety measures during trips for the target populations.
1.4 Strategy: Fund local municipality-based service improvements such as vehicle replacement and fleet expansion, as well as service area expansions to address capacity and service level issues for target populations.
1.5 Strategy: Upgrade vehicles to become more accessible for wheelchairs and encourage private sector taxi and TNCs to operate more accessible vehicles.

Goal 2: Address Mobility Gaps

Improve coordination between public transit and human services to address mobility gaps, ensuring target populations have safer and more efficient transportation options.

STRATEGIES
2.1 Strategy: Expand and support programs to encourage coordination of paratransit and municipal transportation services.
2.2 Strategy: Provide more transit and paratransit services in areas with service gaps for UZAs and rural/non-urbanized areas.
2.3 Strategy: Provide on-demand transportation services for target population same-day travel such as medical, essential shopping, and off-peak trips.
2.4 Strategy: Enhance safety and reduce barriers to take transit for target populations by improving sidewalks, crossings, bikeways, and other roadway features.
2.5 Strategy: Increase span of service hours recognizing off-peak service demands such as early morning, midday, late night, and weekend.
2.6 Strategy: Improve transfers to connect to other counties and the Rural/Non-Urbanized areas within LA County.

Goal 3: Provide Support Services

Provide support services to target populations to improve access, awareness, and ease of travel.

STRATEGIES
3.1 Strategy: Increase resources for travel training and related rider campaigns to promote transit use for target populations.
3.2 Strategy: Support volunteer driver and mileage reimbursement programs for difficult-to-serve trips for target populations.
3.3 Strategy: Support travel options that could be more cost-efficient/cost-effective for target populations (e.g., microtransit/vanpool, TNCs, taxis, volunteer driver, and mileage reimbursement programs).
3.4 Strategy: Expand support services to meet the immediate transportation needs of target populations.

Goal 4: Promote and Improve Information Portals

Promote, improve, and expand information portals on mobility options.

STRATEGIES

- 4.1 Strategy:** Increase the use of social media, digital strategies, and community organizations to promote transit and other travel options to the target populations.
- 4.2 Strategy:** Provide comprehensive travel information from a single resource to lessen target population confusion.
- 4.3 Strategy:** Support local and coordinated regional transportation services by providing real-time information.
- 4.4 Strategy:** Provide clear and comprehensive signage and noticing at bus stops and rail stations including audio and visual arrival updates.
- 4.5 Strategy:** Ensure that information is available in multiple languages and provided in formats that accommodate individuals with disabilities.

Goal 5: Enhance Performance Monitoring Systems

Provide customer feedback and accountable performance monitoring to ensure that benefits are directly received by target populations.

STRATEGIES

- 5.1 Strategy:** Establish performance monitoring and reporting for target populations' travel programs and projects.
- 5.2 Strategy:** Adopt policies and programs that can be standardized and applicable to municipal and other service providers.
- 5.3 Strategy:** Develop key performance indicators (KPIs) for various service modes (e.g., metrics for on-time performance, timely transfers, safety improvements, and cleanliness standards).



Projects and Programs

Project and program concepts were developed in alignment with each goal and objective of the Plan. This chapter provides an overview of the types of projects and programs identified, outlines their eligibility under the Section 5310 funding program, and provides example projects that may be considered for future funding applications in the next funding cycle. The list of projects and programs is informed by input received during the outreach engagement process, including feedback from project concept forms submitted by service agencies. To ensure a comprehensive representation of potential types of projects and programs, previously awarded Section 5310 projects were also incorporated into the concept list.



Projects and Programs

To understand the scope of projects and programs for the Plan, project concept forms were distributed to approximately 800 agency contacts and human service providers in LA County. The submission period for these forms took place from November 20, 2024 to January 17, 2025, resulting in 21 completed and submitted forms. To ensure a comprehensive understanding of projects and programs for the next grant offering, previously awarded Section 5310 projects and programs were also considered.

Concepts were identified and categorized according to the Plan's goals and objectives framework. For each concept, information was compiled regarding the type of project, a description of the project, type of funding eligibility (Traditional or Other), example projects, and the cited source of the concept. This list of projects and programs was based on input received from Metro, agencies, stakeholders, and the public, gathered from the project concept forms. Additionally, previously awarded Section 5310 projects were also incorporated into the concept list to provide a broader range of examples. Figure 23 provides a summary of the project concepts, including descriptions, types, examples, and sources.

Figure 23: Project and Program Concepts

Goal 1: Fully Fund Mobility Options

PROJECT TYPE	PROJECT DESCRIPTION	SECTION 5310 ELIGIBLE (TRADITIONAL OR OTHER)	EXAMPLE	PROJECT SOURCE
A. Vehicle upgrades and fleet expansion	Acquisition of rolling stock (e.g., buses, vans, minivans); upgrades to existing fleet (e.g., lifts, ramps, security devices, safety barriers); acquisition of transportation services under a contract, lease, or other arrangement	Traditional	Vehicle upgrades; acquisition of shuttles with wheelchair lifts	Project concept form
B. Capacity and service level improvements and expansion	Acquisition of rolling stock for increased service levels; procurement of internal systems, equipment, or passenger facilities to allow enhanced capacity, frequency, and/or service levels; new or expanded dial-a-ride, same-day, door-to-door, or door-through-door service	Traditional and Other	Expanding fleets to provide connections to more cities and/or increase operational service hours; in-house technology system; new or extended routes to serve previously underserved or unserved areas	Project concept form
C. Dial-a-ride services	Procurement of internal systems; operating assistance; staffing resources	Other	Fund operating assistance for dial-a-ride programs	Project concept form
D. Door-to-door or door-through-door transportation	Procurement of internal systems; operating assistance; staffing resources	Other	Fund operating assistance for door-to-door or door-through-door services	Focus groups
E. Subsidized vanpool/carshare programs	Procurement of internal systems; operating assistance; staffing resources	Other	Expand and promote vanpool and carshare services	Project concept form

Goal 2: Address Mobility Gaps

PROJECT TYPE	PROJECT DESCRIPTION	SECTION 5310 ELIGIBLE (TRADITIONAL OR OTHER)	EXAMPLE	PROJECT SOURCE
F. Programs to serve intercounty and multicounty trips	Provision of services between multiple jurisdictions within LA County; provision of connections to locations outside LA County	Other	Coordination of service hours between LA County and San Bernardino County; provide multi-jurisdictional shuttle to access regional fixed-route services such as Metro, Foothill Transit, and Metrolink	Focus group and gap area analysis
G. Programs to serve same-day trips (e.g., dial-a-ride, taxi, TNCs)	Provision of on-demand services for critical travel such as staffing resources; internal systems	Other	Provide on-demand staff to assist with same day trips	Focus group
H. Consolidate multicounty agency resources	Establish resource consolidating for staff and internal systems to optimize scheduling and enhance service frequency	Other	Staffing costs for shuttle services shared among multiple agencies/cities	Focus group
I. Fare integration among operators	Study of consistent fare structure and payment methods; internal systems; staffing resources	Other	Assess viability of using universal payment for target population travel	Public survey



Goal 3: Provide Support Services

PROJECT TYPE	PROJECT DESCRIPTION	SECTION 5310 ELIGIBLE (TRADITIONAL OR OTHER)	EXAMPLE	PROJECT SOURCE
J. Travel training programs	Establish programs to educate target populations on travel options, fares and reimbursement processes; internal systems; staffing resources	Other	Expand the On the Move Riders program to enhance efforts for target populations that do not qualify for Access Services Develop a community-based training program, led by older adults and individuals with disabilities	Community input (ADTN)
K. Mileage reimbursement programs	Establish programs to provide direct payment for miles traveled by personal vehicles for trips that cannot be served by transportation options; internal systems; staffing resources; funds for distribution	Other	Creating a travel bank for reimbursement of personal vehicle trips	Focus group
L. Expand trips assisted by paid travel escorts and volunteer aides	Establish programs to provide trips assisted by paid travel escorts and volunteer aides	Other	Expanding volunteer driving to community's non-profits and civic entities Program to assist eligible individuals on how to make essential trips Educational and training program for trip assistance	Project concept form
M. Street improvement projects to access stops and stations	Roadway projects to improve safety and access to fixed-route transit	Other	Paving sidewalks, safety features, and ADA ramps at transit bus and rail stops near key destinations; ADA improvements at bus stops	Focus group, public survey, and project concept form
N. Subsidies and voucher-based programs	Programs to provide subsidized travel options; internal systems; staffing resources; funds for distribution	Other	Develop and implement new approaches to market and enroll target populations in free fare and reduced fare programs	Community input (ADTN)



Goal 4: Promote and Improve Information Portals

PROJECT TYPE	PROJECT DESCRIPTION	SECTION 5310 ELIGIBLE (TRADITIONAL OR OTHER)	EXAMPLE	PROJECT SOURCE
O. Find-a-ride trip planner	Purchasing software and systems to facilitate real-time transportation information for target populations; technology systems	Traditional (mobility management)	Scheduling and dispatching systems such as a 1-800 number for trip making A comprehensive website with current information that could be accessed by staff and customers	Project concept form
P. Social media to promote mobility options	Developing information to share through social media (e.g., Facebook, NextDoor) regarding mobility services	Other	Diverse communication channels, including social media for outreach	Focus group
Q. Real-time transit information	Provision of real-time transit arrival and departure information (at transit stop or through web portal); internal systems; equipment	Other	Installing visual and audio noticing and signage with real-time information	Focus group
R. Multi-language format guides	Developing and publishing mobility service information in English and non-English languages	Other	Publishing and distributing multi-language travel guides	Focus group
S. Integration of mobility management services for target populations into transit centers	Planning, evaluation and/or establishment of mobility management facilities (e.g., information kiosks) and related staffing	Traditional (mobility management)	Creating a "one-stop-shop" for transportation information for target populations	Focus group

Goal 5: Enhance Performance Monitoring Systems

PROJECT TYPE	PROJECT DESCRIPTION	SECTION 5310 ELIGIBLE (TRADITIONAL OR OTHER)	EXAMPLE	PROJECT SOURCE
T. Performance monitoring and reporting programs	Administer and report systemwide performance indicators, internal systems; staffing resources	Other	Collecting data on ridership levels and key performance indicators	Focus group
U. Promote senior-friendly coach operator training	Developing, implementing and/or publicizing training for operators to improve relations and safety	Other	Enrolling vehicle operators into target population training programs	Focus group

Source: 2024 Focus Groups and Public Survey; 2024-2025 Coordinated Plan Agency Survey and Project Concepts Forms; and FTA Section 5310 Award Recommendations (FY23).

Summary of Projects and Programs by UZA

The projects and programs concepts presented in Figure 23 represent a comprehensive list of activities that would be eligible for future Section 5310 funding. Although these projects are applicable for public, non-profit, and private service providers throughout the Planning Region, some may be more beneficial for specific areas within each of the three UZAs. The following section identifies a subset of key activities that would be most applicable to address the high-priority gaps of each UZA and to address feedback received through the outreach activities.

Los Angeles/Long Beach/Anaheim UZA

- > High-priority gaps in services were identified within Santa Monica, Burbank and the Rancho Palos Verdes areas. The City of Santa Monica is looking to establish a pilot program to explore the use of autonomous vehicles to provide services for target populations. This project could directly support the areas of Santa Monica that have high-priority gaps in services. Although similar projects and programs have not been identified for the other high-priority areas, projects that include vehicle and fleet expansion (Project A), capacity and service level improvements and expansion (Project B), dial-a-ride services (Project C), intercounty and multicity trips (Project F), and programs to serve same-day transportation critical need trips (Project G) would be particularly applicable.
- > In addition, numerous activities identified in the project concept forms would help support target populations throughout LA County and the high-priority areas of this UZA. In particular, the LA County Aging & Disabilities Department would like to establish a transportation hub to support agency coordination and collaboration in providing services to individuals. SCIL is looking to create a one-stop shop for transit information within LA County, and Valley Village would like to purchase ADA-compliant vehicles.

Lancaster/Palmdale UZA

- > Additional services within the Antelope Valley would help address the high-priority gaps in services that are currently found in the City of Palmdale and parts of unincorporated LA County. Given the geographic constraints of the area, projects that include vehicle and fleet expansion (Project A), capacity and service level improvements and expansion (Project B), intercounty and multicity trips (Project F), programs to serve same-day transportation critical need trips (Project G), and street improvement projects for access to stops and stations (Project M) would be particularly applicable. In addition, the project concept form activities listed for the Los Angeles/Long Beach/Anaheim UZA would also be applicable for the Lancaster/Palmdale UZA.

Santa Clarita UZA

- > Areas within and immediately surrounding Santa Clarita were identified to have high-priority gaps in services. With its location north of the San Fernando Valley, the Santa Clarita Valley has limited connections to major transportation networks in the county. As such, projects that include vehicle and fleet expansion (Project A), capacity and service level improvements and expansion (Project B), intercounty and multicity trips (Project F), and programs to serve same-day transportation critical need trips (Project G) would be suitable. The project concept form activities listed for the Los Angeles/Long Beach/Anaheim UZA would also be relevant for the Santa Clarita UZA.



Prioritization and Implementation

To address specific gaps between existing transportation services and future travel needs for target populations, a prioritization evaluation was conducted on the identified projects and program concepts to develop a prioritized list that targets these mobility needs. This chapter outlines the Plan's prioritization methodology, presents the results, and provides recommendations based on the assessment of the proposed projects and programs.

One of the key outcomes of the Plan is a prioritized list of projects and programs to address the mobility, safety, and efficiency of transportation options for target populations. The prioritized list is intended to support Metro in evaluating applications for Section 5310 funding by identifying projects and programs that are supported by target population communities and that directly address existing service gaps and unmet needs.

Note that implementation considerations such as availability of resources, project feasibility and timeline, and other funding evaluation criteria will be applied and scored during the evaluation of Section 5310 funding applications to ensure that cost/benefit targets are met for all proposed projects and program types.



Methodology

To assess how well each concept satisfies the goals and objectives of the Plan, two evaluation criteria were considered based on priorities identified by target populations and service providers as well as the ability of the concept to address service gaps.

Criteria One: Responding to Priorities Identified by Target Populations, Agencies, and Service Providers

Priorities identified by target populations through the public opinion survey offer insight into the highest desired improvements under each transportation topic area. As part of the public opinion survey, respondents were asked to select the top three types of projects desired for investment under the following topics: vehicles and stations, service improvements, safety, cleanliness and maintenance, and information improvements. Projects and programs described under each of these areas were determined as most important for target populations to travel.

As part of the overall public response, comments submitted during the formal public comment period were also reviewed and considered. This additional input provided valuable context and helped reinforce or refine the prioritization of community needs.

Evaluating priorities identified by service providers of target populations is also important because it reflects the transportation service and operational deficiencies.

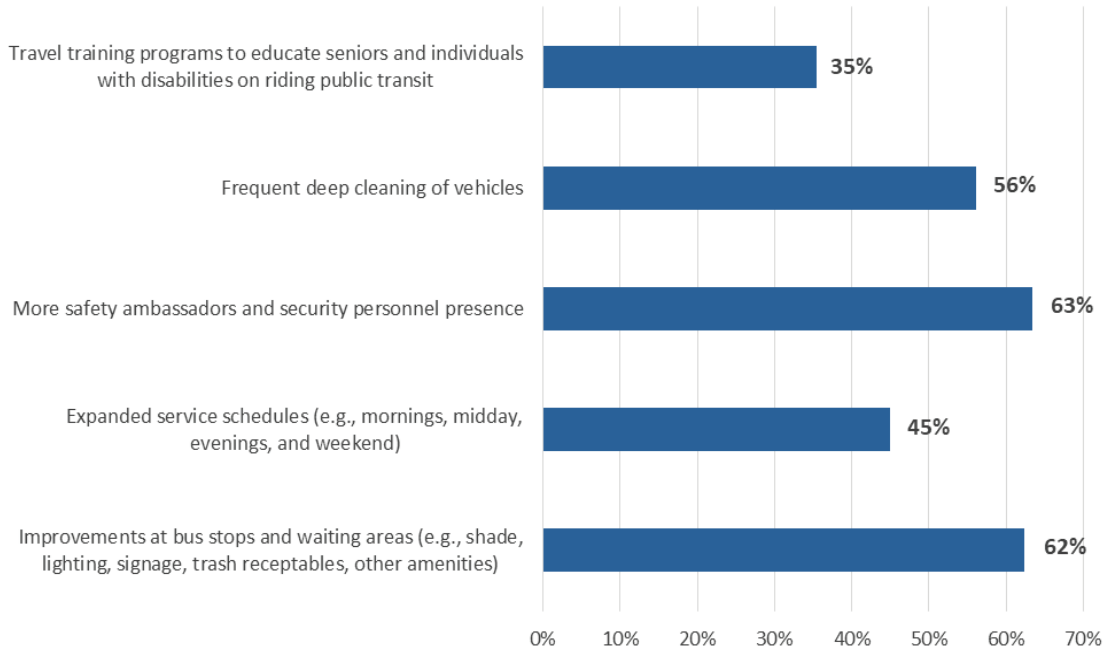
As part of the agency survey, information was gathered by asking participants to identify and rank (from 1 as most important to 12 as least important) the strategies, activities, and programs that were most important to address travel for target populations within the next four years.

Based on the responses from the public opinion and agency surveys and public comments received, priorities were ranked as either “high,” “medium-high,” “medium-low,” or “low.”² From these rankings, points were distributed based on the following scale:

- > **5 points** – Majority of respondents ranked most important priority
- > **4 points** – Majority of respondents ranked as moderately-high priority
- > **3 points** – Majority of respondents ranked as moderately-low priority
- > **1 to 2 points** – Majority of respondents ranked as lower priority

Figure 24 presents the rankings by public opinion survey respondents and Figure 25 from agency and service providers.

Figure 24: Priority Rankings by Public Opinion Survey Respondents



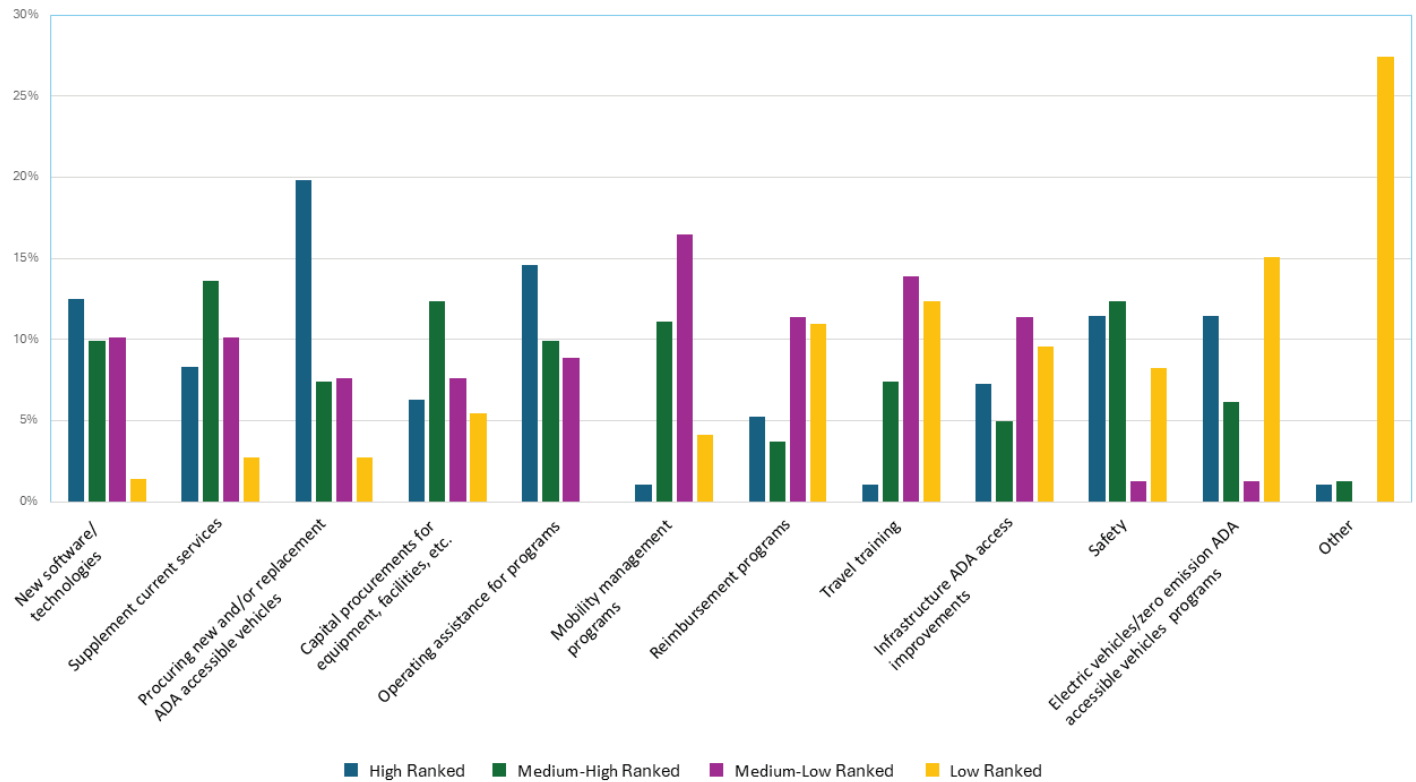
Source: 2025-2028 Coordinated Plan Update Public Opinion Survey.

² Based on Agency Survey Question #32, with 1 as most important and 12 as least important. Number ranks were separated as “high” (ranked as 1-3), “medium-high” (ranked as 4-6), “medium-low” (ranked 7-9) or “low” (ranked 10-12). Based on the results of Public Opinion Survey Question #10, project types related to the top priorities received a score of 5 points.

As shown in Figure 24, the top priorities cited in the public opinion surveys were safety and infrastructure improvements. Projects and program types within these categories scored 5 points accordingly. Other priorities were project and program types related to cleaning, expanded service, and travel training programs.

As shown in Figure 25, projects that were most frequently identified by agencies within each ranking category received the highest number of points (e.g., respondents ranked procuring new and/or replacement vehicles as “high” most often). Note that “other” was also given as an open-response option. Open-ended responses included: route assessment, free fares for older adults, expansion of volunteer driving, legislative issues, and how autonomous vehicles can be utilized.

Figure 25: Priority Rankings by Agencies and Human Service Providers



Source: 2025-2028 Coordinated Plan Update Agency Survey, Question #32.



Criteria Two: Addresses Target Population Mobility Gaps

The major mobility gaps for target populations in LA County's UZAs were identified through a comprehensive process that included focus group outreach, public and agency surveys, project concept forms, demographic analysis, and the service gap assessment, as detailed in the Service Gap Assessment chapter. More than 22% of LA County's population are seniors and individuals with disabilities, with these target populations growing by eight percent and 13%, respectively, from 2018 and 2023. In addition, it is expected that the target populations will continue to increase in subsequent years. As such, existing transportation services for target populations will be strained unless new funding opportunities are identified, and available resources are deployed more effectively. The gaps of the target populations reflect the travel constraints and challenges these population groups will encounter over the next four years.



The service gap analysis identified existing transportation options for LA County target populations that are dedicated to seniors and individuals with disabilities. It also examined the service areas of public, non-profit, and private service providers who were subrecipients of Section 5310 funds to determine where funding resources have been allocated in the past.

Focus groups provided an opportunity to identify specific locations with mobility gaps. In particular, in-person meetings allowed participants to share input on deficiencies in existing services and areas where transportation upgrades were needed. This locally-sourced input reflects direct community support and interest in advancing these types of project concepts in the future.

Based on the service gap analyses, priority areas within the LA County Planning Region were mapped by ZIP Code to identify where projects and programs for target populations should be prioritized. High-priority areas identified through the gap assessment reflect unmet service needs among target populations. The results of this assessment, as shown in Figure 26, were used to identify significant gaps in services and inform priority areas for future transportation investments.

The following were cited as priority areas within each UZA:

- > Antelope Valley (Lancaster/Palmdale UZA and non-urbanized area)
- > Long Beach – South Bay Cities (Los Angeles/Long Beach/Anaheim UZA)
- > San Fernando Valley (Los Angeles/Long Beach/Anaheim UZA)
- > Santa Clarita Valley (Santa Clarita UZA)
- > West LA (Los Angeles/Long Beach/Anaheim UZA)

Project concepts that were explicitly identified during outreach engagement within the priority areas were awarded points in the evaluation process. For example, the focus group feedback received in the Lancaster/Palmdale meeting described the need for programs to support intercounty trips. As such, intercounty trips were designated as a priority area and therefore received points. Project types aligned with identified opportunity areas within each UZA received points as follows:

- > **5 points** – Project addresses a mobility need within a specific priority area location.

Project Scoring

Following the scoring process based on the two evaluation criteria, several project concepts emerged as top priorities. These results reflect the preferences expressed by target populations, agencies, and service providers, combined with findings from the service gap analysis, to establish a clear basis for stakeholder priorities. Note that implementation considerations such as availability of resources, feasibility and timeline, and other funding evaluation criteria, will be applied and scored during the evaluation of Section 5310 funding awards to ensure that cost/benefits targets are met for all proposed projects and program types.

Scoring was determined by evaluating how well each project concept aligned with priorities identified through public opinion and agency surveys, as well as the service gap analysis. The final list of concepts was ranked based on the total score of each project or program, with higher scores reflecting stronger alignment with the two evaluation criteria. Figure 26 presents the total scores for each of the project and program types.

Figure 26: Prioritization Scoring

PROJECT AND PROGRAM TYPES	EVALUATION ONE		EVALUATION TWO	TOTAL SCORE
	AGENCY/SERVICE PROVIDER SURVEY	PUBLIC OPINION SURVEY AND COMMENTS	SERVICE GAP ANALYSIS	
Capacity and service level improvements and expansion	5	5	5	15
Multi-language format guides	3	5	5	13
Street improvement projects for access to stops and stations	3	5	5	13
Travel training programs	3	5	5	13
Programs to serve intercounty and multicounty trips	5	2	5	12
Promote senior-friendly vehicle operator training	5	2	5	12
Vehicle and fleet expansion and replacement	5	5	-	10
Ongoing programs to serve same-day transportation	5	-	5	10
Consolidate multicounty agency resources	3	2	5	10
Social media to promote mobility options	5	-	5	10
Real-time transit information	5	5	-	10
Ongoing dial-a-ride services	3	-	5	8
Fare integration among operators	3	3	-	6
Performance monitoring and reporting	5	-	-	5
Subsidies and voucher-based programs	2	2	-	4
Ongoing door-to-door or door-through-door transportations	3	-	-	3
Mileage reimbursement programs	3	-	-	3
Travel escorts and volunteer aides	2	-	-	2
Find-a-ride trip planner	2	-	-	2
Mobility management for target groups at transit centers	2	-	-	2
Subsidized vanpool/carshare programs	2	-	-	2

Source: 2024 Focus Groups; 2025-2028 Coordinated Plan Update Public and Agency Surveys and Project Concepts Forms; Public Comments; and FTA Section 5310 Award Recommendations (FY23).

Priority List of Projects and Programs

The prioritization results provide a foundation for Metro's evaluation of Section 5310 funding applications. This approach ensures that selected projects effectively address the identified mobility needs of target populations, while maximizing the impact of available resources. Figure 27 presents the priority list of project and program types by rank (Score 11-15 = Priority 1; 10 = Priority 2; 9-3 = Priority 3; 2 and less = Priority 4).





Figure 27: Priority List of Project and Program Types

PRIORITY RANKING	PROJECT AND PROGRAM TYPES
Priority 1	Capacity and service level improvements and expansion
	Multi-language format guides
	Street improvement projects for access to stops and stations
	Travel training programs
	Programs to serve intercounty and multicity trips
	Promote senior-friendly vehicle operator training
Priority 2	Vehicle and fleet expansion and replacement
	Ongoing programs to serve same-day transportation
	Consolidate multicity agency resources
	Social media to promote mobility options
	Real-time transit information
Priority 3	Ongoing dial-a-ride services
	Fare integration among operators
	Performance monitoring and reporting programs
	Subsidies and voucher-based programs
	Ongoing door-to-door or door-through-door transportation
	Mileage reimbursement programs
Priority 4	Travel escorts and volunteer aides
	Find-a-ride trip planner
	Mobility management for target groups at transit centers
	Subsidized vanpool/carshare programs

Source: Metro 2025. Note that projects are listed by score.

Conclusion



The 2025-2028 Coordinated Plan is a collaborative, local community-driven plan shaped by the input of seniors, individuals with disabilities, and the transit and human service providers that serve them. Anchored in demographic analysis and a comprehensive assessment of service gaps across LA County, the Plan provides a framework for addressing the region-wide needs of target populations, by providing implementable strategies, initiatives, and projects that promote greater independence, social connection, and economic participation for LA County communities.

Addressing the transportation needs of target populations requires cost-effective and impactful investments. The highest-priority initiatives identified in this Plan include projects that expand service capacity, improve access to transit stops and stations, enhance intercounty and multicounty connectivity, promote senior-friendly vehicle operator training, provide travel training, and offer multi-language travel information. These investments are designed not only to improve mobility, but also to support broader regional transportation goals.

In addition to guiding local planning efforts, the 2025–2028 Coordinated Plan fulfills FTA requirements for Section 5310 funding. As the designated recipient of Section 5310 funds in LA County, Metro will conduct competitive solicitations for project proposals, prepare and submit grant applications to the FTA on behalf of eligible subrecipients, and ensure that all funded projects are aligned with the goals and priorities established in this Plan. Metro may also fulfill these responsibilities for other federal subrecipient grant programs, as applicable.

This Plan provides a strong foundation for coordinated action, empowering public and private stakeholders to collaborate on effective solutions that improve mobility, enhance quality of life, and strengthen the region's transportation network.



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Glossary of Acronyms and Abbreviations

ACS	American Community Survey
ADA	Americans with Disabilities Act
ADTN	Aging and Disability Transportation Network
AVTA	Antelope Valley Transportation Authority
CBO	Community-Based Organization
DESI	Designated Exceptional Services for Independence
FTA	Federal Transit Administration
FY	Fiscal Year
HQ	Headquarters
KPIs	Key Performance Indicators
LA County	Los Angeles County
IIJA	Infrastructure Investment and Jobs Act
Metro	Los Angeles County Metropolitan Transportation Authority
NTD	National Transit Database
PMP	Program Management Plan
PA	Public Address
SCRS-IL	Southern California Resources Services for Independent Living
SCIL	Service Center for Independent Life
SAFE	Streets Are For Everyone
TNCs	Transportation Network Companies
UZA	Urbanized Areas
WAV	Wheelchair-Accessible Vehicle

ATTACHMENT A: Public Comments on the Plan



Comment Category	Comments Received	Major Themes	Discussed in Plan
Access to On-demand Transportation Services	2	<ul style="list-style-type: none"> > Inquiry about Metro Micro expansion. > Inquiry about Metro's involvement with Circuit. 	The Plan's Goal 1, Strategy 1.1 supports Metro Micro services and other travel assistance services that directly serve target populations. In addition, Goal 2, Strategy 2.3 supports providing on-demand transportation services for target population's same-day travel, such as medical, essential shopping, and off-peak trips. Goal 3, Strategy 3.3 supports travel options that could be more cost-efficient/cost-effective for target populations, such as microtransit.
Connectivity and Reliability	3	<ul style="list-style-type: none"> > Interest in 24/7 transit service, especially on weekends, to increase Metro's competitiveness with other transport modes. 	Goal 2, Strategy 2.5 supports expanding service hours to accommodate off-peak demand, including early morning, midday, late night, and weekend transit needs. Additionally, Strategy 2.6 aims to enhance transfer connections, improving access to neighboring counties and Rural/Non-Urbanized areas within LA County.
Funding & Program Clarifications	3	<ul style="list-style-type: none"> > Clarification on how Human Service Provider funding is provided. > Inquiry about whether agencies can apply for fleet upgrades. > Inquiry about whether Section 5310 funding covers mobility needs for individuals with developmental disabilities (e.g., autistic riders). 	The Plan defines Human Service Providers eligible for funding in Chapter 2: Existing Conditions, emphasizing the need to expand mobility options for target populations, addressing specialized transportation needs, and bridging gaps in the public transit network. These providers, whether public, non-profit, or private, offer flexible programs that vary in service design, including door-through-door transportation, subsidized vouchers and bus passes, mileage reimbursement and volunteer driver programs, public transit travel training, transit information services, and mobility management brokerages.

Comment Category	Comments Received	Major Themes	Discussed in Plan
Infrastructure Improvements	2	<ul style="list-style-type: none"> > Requests for new bus stops to enhance access for businesses and residents. 	Street improvement projects for access to stops and stations are a top priority in the Plan (see Projects and Programs, Project M. “Street improvement projects to access stops and stations”). Examples included in the Plan are paving sidewalks, safety features, ADA ramps at transit bus and rail stops near key destinations, and ADA improvements at bus stops.
Mobility Gaps Between Counties	8	<ul style="list-style-type: none"> > Concerns about service gaps between LA and San Bernardino Counties, particularly impacting seniors and people with disabilities. > Interest in prioritizing Section 5310 investments to address service gaps and mobility barriers for target populations. 	Chapter 3 of the Plan includes a service gap analysis to identify areas of need. Goal 2: Address Mobility Gaps focuses on expanding programs to support intercounty and multicounty trips. One example project is the coordination of service hours between LA County and San Bernardino County, along with a multi-jurisdictional shuttle to improve access to regional fixed-route services such as Metro, Foothill Transit, and Metrolink (see Projects and Programs, Project F. “Programs to serve intercounty and multicounty trips”).
Operator Training	1	<ul style="list-style-type: none"> > Operators should be trained to meet the needs of older adults and individuals with disabilities. 	The Plan's Goal 5: Enhance Performance Monitoring Systems supports promoting senior-friendly coach operator training.
Safety Measures	2	<ul style="list-style-type: none"> > Concerns about bus accessibility, including curb alignment and stop placement. > Issues with station safety, particularly concerns about homelessness and staff support. 	The Plan's Goal 2, Strategy 2.4 supports enhancing safety and reducing barriers to transit access for target populations by improving sidewalks, crossings, bikeways, and other roadway features.
Service Expansion and Accessibility	2	<ul style="list-style-type: none"> > Need for expanded human services transportation. 	Capacity and service level improvements, as well as expansion, are top priorities in the Plan. Goal 1: Fully Fund Mobility Options supports these efforts by addressing capacity

Comment Category	Comments Received	Major Themes	Discussed in Plan
			and service level enhancements. Goal 1, Strategy 1.4 specifically focuses on vehicle replacement, fleet expansion, and service area growth to better serve target populations.
Support for Metro's Plan	2	<ul style="list-style-type: none"> > AARP California expressed their support for the CPU. The group recognized the significant recent growth in the population of older adults and individuals with disabilities, which now comprises over 22% of LA County residents. 	Chapter 2: Existing Conditions of the Plan highlights the growing senior population and increase in individuals with disabilities, emphasizing that these demographic trends underscore the urgent need to address their unique mobility requirements.



Metro

Los Angeles County
Metropolitan Transportation Authority



2025-2028 Coordinated Plan Update

Planning and Programming Committee

July 16, 2025



File# 2025-0475

Approve Recommendation

2025-2028 COORDINATED PLAN FOR LOS ANGELES COUNTY

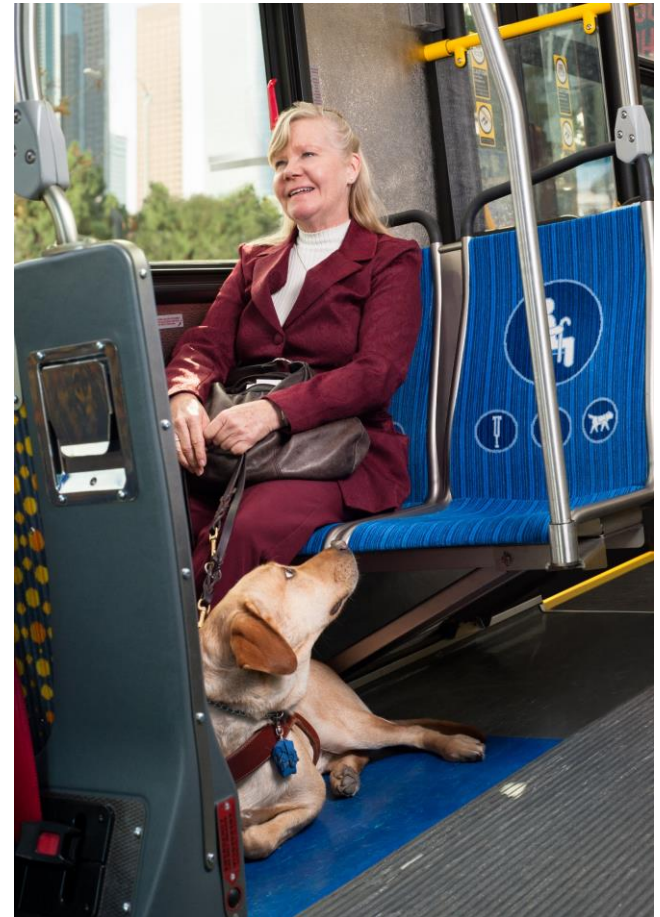
Recommendation:

- A. ADOPTING the locally developed 2025–2028 Coordinated Public Transit–Human Services Transportation Plan (“Coordinated Plan”) for Los Angeles County, as required under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program



What is the Coordinated Plan?

- > The Plan is a framework for addressing the region-wide mobility needs of seniors (65+) and individuals with disabilities (“Target Populations”)
- > Last adoption was June 2021 for the 2021-2024 Coordinated Plan
- > The 2025-2028 Coordinated Plan Update does the following:
 - Outlines and assesses existing and future transportation services
 - Identifies projects and programs to address service gaps, and improve and/or expand services
 - Prioritizes projects and programs based on input from target populations
 - Fulfills Metro’s responsibilities for the Section 5310 Program
- > Required by federal transit law and must be updated every four years



FTA Section 5310 Background

- > Metro is Los Angeles County's designated recipient of the Federal Transit Administration's Section 5310 funds
- > Annually, approximately \$10.5M is managed by staff for planning, programming, or distribution
- > Funds are awarded every two to three years via formula-based allocations and competitive solicitations
- > These funds support capital and operating subrecipient projects serving Target Populations
- > Projects must be included in a board adopted Coordinated Plan
- > Plan adoption allows Metro to move forward with a two-year solicitation to obligate available funds



Community Engagement Process

> Outreach and Engagement

- Developed outreach strategy with Metro Community Relations and Office of Equity and Race (OER)
- Partnered with 11 CBOs for public awareness
- 5,700 + stakeholders (eblasts, blogs, bus cards, social media)
- 5 Focus Groups (106 participants, 65 agencies)
- 2 Surveys (Public: 267 responses; Providers: 62 responses)
- Hosted Virtual Public Meeting (May 21, 2025)
- Engaged Metro subcommittees and at Older Adult Expo
- Promoted 30-day Public Comment Period (April 28–June 2, 2025)



Next Steps

- > Adoption of the 2025-2028 Coordinated Plan and Submission to the FTA
- > Development of the next Section 5310 funding solicitation, using the Plan's updated priorities
- > Return to the Metro Board in Fall 2025 for approval to release the upcoming Section 5310 funding opportunity





Board Report

File #: 2025-0428, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

**SUBJECT: APPROVAL OF THE CONGESTION MITIGATION AND AIR QUALITY
IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT
PROJECT RANKING RECOMMENDATIONS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking recommendations for Los Angeles County for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funding for federal fiscal year 2027 through 2028 (Attachment A).

ISSUE

On March 31, 2025, the SCAG released a call for nominations inviting agencies within Los Angeles County to submit applications for CMAQ and STBG funding apportionments available for the SCAG region for federal fiscal year (FFY) 2027 through FFY 2028. Metro staff, along with two representatives from area Councils of Governments, have reviewed and ranked applications for Los Angeles County and are seeking Board approval of the project rankings. SCAG will further review and prioritize the applications and will make the final project funding awards at the November 2025 Regional Council (RC) Meeting.

BACKGROUND

The CMAQ Program is a federal funding source for transportation projects and programs designed to reduce congestion and enhance air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as in former nonattainment areas that are now in compliance (maintenance areas). The STBG program is another federal funding source that may be utilized for projects that preserve and improve the conditions and performance of highways, bridges, and public roads, along with pedestrian and bicycle infrastructure, and transit capital projects.

In 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly mandated the State of California to comply with the administration process for CMAQ and STBG funds. CMAQ and STBG funds were previously allocated to County Transportation Commissions

(CTC) based on a population-based formula. The corrective action required by the FHWA and FTA replaces the current federal transportation funding sub-allocations by population or mode to cities and counties with a performance-based approach and modifies the project selection process, so federally funded transportation projects are chosen by SCAG as the designated Metropolitan Planning Organization (MPO) instead of by Metro as the CTC.

The CMAQ Program and STBG Program Guidelines, adopted by the SCAG RC on March 2025, established the framework for project selection and allocation of CMAQ and STBG funds within the SCAG region. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the CMAQ and STBG programs.

As part of the 2025 SCAG Call for Projects, all County Transportation Commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the Board adopted project evaluation and ranking criteria described below. Following the Board's adoption of the ranked projects for Los Angeles County this July, SCAG staff will then evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. For the CMAQ and STBG funds available through this call for projects, Los Angeles County's target is approximately \$660 million. This funding target will only guide the nomination submittals from each county; it is not a guaranteed funding level nor a nomination ceiling.

DISCUSSION

The SCAG guidelines require each county to adopt and apply a Project Prioritization Framework consisting of criteria to evaluate and rank each project. Projects were evaluated into four categories: Highly Recommended, Recommended, Contingency List, and Not Recommended.

On March 27, 2025, the Board adopted the following four criteria to be used to evaluate and rank projects submitted in Los Angeles County:

1. **Eligibility:** Potential implementing agencies and projects must be eligible for CMAQ and/or STBG funds.
2. **Alignment with Metro Plans and Policies:** Projects must support adopted Metro plans, policies, and objectives.
 - a. Given the Metro Board's commitment to provide world-class mobility options during the 2028 Olympic and Paralympic Games, priority will be given to the projects that support the Games Mobility Concept Plan.
3. **Community/Stakeholder Engagement:** Project nomination applications must demonstrate community support. Community support may be determined through a variety of means, including

(but not limited to):

- a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc., and/or Endorsement by community-based organizations.
- b. Subregional support. Endorsement by a Council of Government or Subregional Board.

4. Deliverability and Readiness: Implementing agencies must demonstrate sufficient capacity and technical expertise to meet deadlines. Projects must demonstrate readiness and the ability to obligate the funds within the programming period.

- a. To maximize the timely obligation of CMAQ/STBG funds and to provide maximum mobility benefits to support the 2028 Olympic and Paralympic Games, priority will be given to projects that can be delivered (i.e., open to public use) before June 2028.

To ensure transparency in the project ranking process, two representatives from the Council of Governments (COG) reviewed and ranked the applications submitted for Los Angeles County. The two COG representatives were nominated and affirmed by the COG Executive Directors. The two COG representatives and three Metro staff reviewed all 105 applications and met to review and discuss their project rankings. The project ranking recommendations included in Attachment A were developed through a consensus of the five-member review panel. This collaboration provided enhanced transparency in the evaluation and ranking of all projects seeking CMAQ/STBG funding. Ultimately, SCAG will further review and prioritize the applications to make the final decisions on project funding awards.

Project Rankings

105 applications from 34 agencies, including Metro, seeking approximately \$2.03 billion, were submitted in Los Angeles County. The Metro projects identified for funding were existing projects with Board approval and were eligible to spend CMAQ and STBG. The evaluation panel reviewed and evaluated the applications using the Metro Board adopted Prioritization Framework criteria described above and assigned one of four categories: Highly Recommended (49 projects totaling \$1.52 billion), Recommended (28 projects totaling \$415 million), Contingency List (22 projects totaling \$237 million), or Not Recommended (6 projects totaling \$33 million). Attachment A lists (in alphabetical order by agency) the overall ranking for each application submitted and identifies the subregion and modal category.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. However, as some of the projects eligible for these funds include safety enhancements, avoiding potential risks to maintaining the grant funding helps to ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the recommendations would allow Metro to take action to potentially secure up to \$2.03 billion for Metro and subregional projects. Although SCAG has targeted \$660 million, this funding target will only guide the nomination submittals from each county, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Impact to Budget

Projects approved by the SCAG Regional Council for funding will be programmed in the 2027 FTIP consistent with adopted FTIP Guidelines.

EQUITY PLATFORM

CMAQ and STBG funds aim to provide a flexible funding source for state and local governments to support transportation projects and programs that reduce congestion and enhance air quality in areas that do not meet the National Ambient Air Quality Standards. The Board's action will help secure funding from a program designed to advance transit and other multimodal plans, programs, and infrastructure improvements within lower-resourced communities, areas of concentrated poverty, historically disadvantaged communities, and areas with diminished or lost service.

Nearly all Metro EFCs overlap with one or more of the indicators included in SCAG's mapping tool used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities in the evaluation of Community Economic Development. Census tracts identified as Areas of Persistent Poverty are similar to Metro's EFCs in that they are determined using socioeconomic factors, including a significant percentage of the population living in poverty.

The adopted project ranking criteria in the CMAQ/STBG Call for Nominations process require applicants to demonstrate direct and/or indirect benefits to Metro Equity Focus Communities (EFCs). These benefits include air quality improvements, infrastructure for safer active transportation and improvements to local transit services. The types of projects funded through the CMAQ/STBG Call include improvements to local transit, clean transportation technology, and transportation demand management strategies.

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. Although the highway project improvements under the STBG 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. As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

This item supports Metro's systemwide strategy to reduce VMT by providing funding to enhance transit systems and to support various multimodal plans, programs, and infrastructure improvements throughout the region. These investment activities 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.

* 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

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerates infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended actions. Staff does not recommend this alternative because SCAG requires each County Transportation Commission (CTC) to adopt project rankings of CMAQ/STBG projects, which could jeopardize funding for projects in Los Angeles County.

NEXT STEPS

Upon Board approval of these recommendations, staff will transmit the project ranking for Los Angeles County to SCAG by the August 1, 2025, deadline.

ATTACHMENT

Attachment A - Project Rankings for CMAQ/STBG Funding for Los Angeles County

Prepared by:

Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-2558

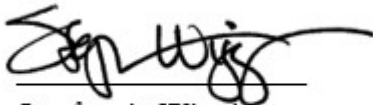
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Attachment A

2025 SCAG CMAQ/STBG CALL FOR PROJECTS - FFY 2027 & FFY 2028

7/10/2025

PROJECT NOMINATION LIST FOR LOS ANGELES COUNTY*

Subregion	ID#	Agency	Project Title	2028 Games	Project Type	CMAQ Funds Requested	STBG Funds Requested	Ranking
N/A	LACFP16	Access	ADA Complementary Paratransit Services and Southern Region (Avalon) facility rehabilitation	YES	TRANSIT	\$ -	\$ 283,167,097	HIGHLY RECOMMENDED
Gateway Cities	LACFP59	Bell Gardens	Citywide Zero Emissions Master Plan	NO	HIGHWAY	\$ -	\$ 266,000	HIGHLY RECOMMENDED
Gateway Cities	LACFP58	Bell Gardens	Bell Gardens Pedestrian Bridge Over I-710 & LA River	NO	ATP	\$ -	\$ 2,382,000	HIGHLY RECOMMENDED
Arroyo Verdugo	LACFP14	Burbank	Olive Avenue Bridge Replacement	NO	HIGHWAY	\$ -	\$ 20,436,000	HIGHLY RECOMMENDED
Gateway Cities	LACFP41	Commerce	City of Commerce Transit Battery Electric Bus and Infrastructure Deployment Project	NO	TRANSIT	\$ 20,955,475	\$ -	HIGHLY RECOMMENDED
Westside	LACFP67	Culver City	Culver City Transit Center Future Visioning Study	NO	TRANSIT	\$ -	\$ 500,000	HIGHLY RECOMMENDED
Westside	LACFP9	Culver City	Better Overland & Safer Fox Hills	NO	ATP	\$ 34,836,000	\$ 4,624,000	HIGHLY RECOMMENDED
Arroyo Verdugo	LACFP91	Glendale	North Verdugo Multi-Modal Improvements Project	NO	HIGHWAY	\$ 2,392,000	\$ 22,308,000	HIGHLY RECOMMENDED
South Bay	LACFP63	Hermosa Beach	Roadway System Pavement Rehabilitation	NO	HIGHWAY	\$ -	\$ 2,560,000	HIGHLY RECOMMENDED
San Fernando Valley	LACFP40	L.A. City	Mission Mile Sepulveda: Visioning for a Safe and Active Community	NO	ATP	\$ -	\$ 32,000,000	HIGHLY RECOMMENDED
Central	LACFP12	L.A. City	Valley Bl Multi Modal Transportation Improvements	NO	ATP	\$ 22,400,000	\$ -	HIGHLY RECOMMENDED
San Gabriel Valley South Bay	LACFP108	L.A. County	Los Angeles 28 Olympics	YES	HIGHWAY	\$ -	\$ 5,825,000	HIGHLY RECOMMENDED
South Bay	LACFP102	L.A. County	I-110 Congestion Mitigation Improvements	NO	HIGHWAY	\$ 1,270,000	\$ -	HIGHLY RECOMMENDED
Gateway Cities	LACFP70	L.A. County	Atlantic Boulevard Traffic Corridor Improvement Project	NO	HIGHWAY	\$ 1,026,000	\$ -	HIGHLY RECOMMENDED
Central	LACFP92	L.A. County	Cesar Chavez Avenue Mobility Improvements	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Central	LACFP94	L.A. County	Floral Drive Mobility Improvements	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Gateway Cities	LACFP52	L.A. County	Norwalk Boulevard Vision Zero Pedestrian Safety Project	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Central	LACFP53	L.A. County	VZ-City Terrace Complete Streets Project	NO	ATP	\$ -	\$ 4,669,000	HIGHLY RECOMMENDED
Gateway Cities	LACFP32	L.A. County	East Rancho Dominguez Pedestrian Safety Enhancements	NO	ATP	\$ -	\$ 1,150,000	HIGHLY RECOMMENDED
Central	LACFP60	L.A. County	Eastern Avenue Mobility Improvements	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Central	LACFP51	L.A. County	Whittier Boulevard Mobility Enhancements	NO	ATP	\$ -	\$ 3,098,000	HIGHLY RECOMMENDED
San Gabriel Valley	LACFP69	L.A. County	Altadena Integrated Smart Intersections	NO	HIGHWAY	\$ 4,351,000	\$ -	HIGHLY RECOMMENDED
Las Virgenes/Malibu	LACFP74	L.A. County	Cornell Road Bike Turnouts Project	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Central	LACFP90	L.A. County	Atlantic Boulevard Mobility Improvements	NO	ATP	\$ -	\$ 2,213,000	HIGHLY RECOMMENDED
Metro	LACFP71	L.A. Metro	Mobility Wallet - Phase 4	YES	ATP	\$ 20,000,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP95	L.A. Metro	2028 Games Metro Mobility Hubs	YES	ATP	\$ -	\$ 55,000,000	HIGHLY RECOMMENDED
Metro	LACFP100	L.A. Metro	2028 Games Customer Experience Improvements at Downtown LA Stations Project	YES	TRANSIT	\$ -	\$ 73,624,000	HIGHLY RECOMMENDED
Metro	LACFP104	L.A. Metro	2028 Games Washington/Flower Multimodal Mobility Improvements	YES	ATP	\$ 13,273,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP110	L.A. Metro	2028 Games A and E Lines Operational Improvements Project	YES	TRANSIT	\$ -	\$ 87,183,000	HIGHLY RECOMMENDED
Metro	LACFP107	L.A. Metro	2028 Games Transportation Demand Management Implementation Project	YES	TRANSIT	\$ 10,000,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP103	L.A. Metro	Transit Signal Priority and Automated Traffic Signal Performance Measures Project	NO	HIGHWAY	\$ 23,017,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP3	L.A. Metro	Los Angeles Metro Charging Infrastructure and Zero Emission Bus Project	NO	TRANSIT	\$ 104,623,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP73	L.A. Metro	Metro Rail Operations – D Line Subway Extension Project	YES	TRANSIT	\$ 37,700,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP72	L.A. Metro	Metro Rail Operations – A Line Extension Glendora to Pomona	YES	TRANSIT	\$ 98,600,000	\$ -	HIGHLY RECOMMENDED
Metro	LACFP4	L.A. Metro	I-10 ExpressLanes Extension Project	NO	HIGHWAY	\$ -	\$ 68,000,000	HIGHLY RECOMMENDED
Metro	LACFP98	L.A. Metro	Vermont Transit Corridor	YES	TRANSIT	\$ 106,399,000	\$ -	HIGHLY RECOMMENDED
San Gabriel Valley	LACFP44	La Puente	La Puente Plaza Park Project	NO	ATP	\$ -	\$ 2,390,500	HIGHLY RECOMMENDED
North County	LACFP54	Lancaster	SR-14 (SR-138) Highway Equity Corridor Improvements Program - Avenue M Interchange Project	NO	HIGHWAY	\$ -	\$ 29,428,257	HIGHLY RECOMMENDED
Gateway Cities	LACFP61	Long Beach	Pacific Ave Cycle Track Project	YES	TRANSIT	\$ -	\$ 15,000,000	HIGHLY RECOMMENDED
Gateway Cities	LACFP31	Long Beach	Harbor Scenic Drive Enhancements	NO	HIGHWAY	\$ 26,965,000	\$ -	HIGHLY RECOMMENDED
Gateway Cities	LACFP18	Long Beach Transit	Long Beach Transit Clean Fleet and Service Expansion for LA28 and Beyond	YES	TRANSIT	\$ 15,103,000	\$ -	HIGHLY RECOMMENDED

Attachment A

2025 SCAG CMAQ/STBG CALL FOR PROJECTS - FFY 2027 & FFY 2028

7/10/2025

PROJECT NOMINATION LIST FOR LOS ANGELES COUNTY*

Subregion	ID#	Agency	Project Title	2028 Games	Project Type	CMAQ Funds Requested	STBG Funds Requested	Ranking
Arroyo Verdugo	LACFP15	Pasadena	Phase #2: Eight Fuel Cell Electric Buses for the Pasadena Transit System Legacy Project #MoreServiceLessEmissions	NO	TRANSIT	\$ 11,775,426	\$ -	HIGHLY RECOMMENDED
Arroyo Verdugo	LACFP55	Pasadena	Villa Street Complete Street Project	NO	ATP	\$ -	\$ 7,126,665	HIGHLY RECOMMENDED
North County	LACFP11	Santa Clarita Transit	Transit Maintenance Facility Solar Panel and Energy Storage Upgrades	NO	TRANSIT	\$ 4,603,559	\$ -	HIGHLY RECOMMENDED
San Fernando Valley North County	LACFP8	SCRRA	Metrolink Antelope Valley Line Capital and Service Improvements Phase 1	NO	TRANSIT	\$ 205,690,000	\$ -	HIGHLY RECOMMENDED
San Gabriel Valley	LACFP48	SGV COG	Glendora Avenue & Grand Avenue Complete Streets Project	NO	ATP	\$ 710,000	\$ -	HIGHLY RECOMMENDED
San Gabriel Valley	LACFP78	SGV COG	Glendora People Movement Project	NO	ATP	\$ 16,962,000	\$ -	HIGHLY RECOMMENDED
San Gabriel Valley	LACFP47	SGV COG	Arrow Highway & Cambridge Avenue Improvements Project	NO	ATP	\$ 1,000,000	\$ -	HIGHLY RECOMMENDED
South Bay	LACFP87	Torrance	Connect Torrance Microtransit	NO	TRANSIT	\$ 4,000,000	\$ -	HIGHLY RECOMMENDED
Westside	LACFP66	Culver City	Culver City Bus Facility Partial Electrification Project	NO	TRANSIT	\$ 11,000,000	\$ -	RECOMMENDED
Westside	LACFP20	Culver City	Culver City Hydrogen Bus Project	NO	TRANSIT	\$ 4,232,000	\$ -	RECOMMENDED
San Gabriel Valley	LACFP83	El Monte	El Monte Traffic Mitigation Operations Center	NO	HIGHWAY	\$ 5,624,518	\$ -	RECOMMENDED
Gateway Cities	LACFP49	Industry	Plan for Hydrogen Fueling Station	NO	HIGHWAY	\$ -	\$ 400,000	RECOMMENDED
South Bay	LACFP62	Inglewood	Olympic Games Route Network Implementation and I-Line Improvements	YES	HIGHWAY	\$ 14,645,000	\$ -	RECOMMENDED
Central	LACFP23	L.A. City	SR 710 Huntington Dr. Multi Modal Transportation Improvements	NO	ATP	\$ 2,000,000	\$ 3,000,000	RECOMMENDED
Central	LACFP29	L.A. City	Rock the Boulevard	NO	ATP	\$ -	\$ 35,000,000	RECOMMENDED
Central	LACFP21	L.A. City	Western Our Way: Walk and Wheel Improvement Project	NO	ATP	\$ -	\$ 15,500,000	RECOMMENDED
San Fernando Valley	LACFP39	L.A. City	Connecting Canoga Park Through Safety and Urban Cooling Improvements	NO	ATP	\$ -	\$ 15,000,000	RECOMMENDED
Central	LACFP38	L.A. City	Broadway-Manchester Active Transportation (ATP) Equity Project	NO	ATP	\$ -	\$ 38,701,000	RECOMMENDED
San Fernando Valley	LACFP27	L.A. City	Osborne Street: Path to Park Access Project	NO	ATP	\$ -	\$ 12,000,000	RECOMMENDED
Central	LACFP5	L.A. City	Eastern Ave Multi Modal Transportation Improvements	NO	HIGHWAY	\$ -	\$ 12,500,000	RECOMMENDED
Gateway Cities	LACFP113	L.A. County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	NO	HIGHWAY	\$ 5,622,000	\$ -	RECOMMENDED
Gateway Cities	LACFP24	L.A. County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	NO	HIGHWAY	\$ 899,000	\$ -	RECOMMENDED
Gateway Cities	LACFP109	L.A. County	1st Street TSSP and ITS Improvements (E-W) Project	NO	HIGHWAY	\$ 4,179,000	\$ -	RECOMMENDED
Gateway Cities	LACFP111	L.A. County	East Los Angeles Intelligent Transportation Systems (ITS) Enhancements Project	NO	HIGHWAY	\$ 324,000	\$ -	RECOMMENDED
Gateway Cities	LACFP80	L.A. County	Olympic Boulevard ITS Improvements Project	NO	HIGHWAY	\$ 902,000	\$ -	RECOMMENDED
Gateway Cities	LACFP50	L.A. County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	NO	HIGHWAY	\$ 811,000	\$ -	RECOMMENDED
Gateway Cities	LACFP34	L.A. County	Whittier Boulevard ITS Improvements Project	NO	HIGHWAY	\$ 363,000	\$ -	RECOMMENDED
Gateway Cities	LACFP75	L.A. County	Cesar Chavez Avenue TSSP and ITS Improvements Project	NO	HIGHWAY	\$ 1,186,000	\$ -	RECOMMENDED
Gateway Cities	LACFP84	L.A. County	Eastern Avenue Traffic Corridor Improvement Project	NO	HIGHWAY	\$ 932,000	\$ -	RECOMMENDED
Las Virgenes/Malibu	LACFP115	L.A. County	Santa Monica Mountains Integrated Smart Intersections	NO	HIGHWAY	\$ 1,984,000	\$ -	RECOMMENDED
Central	LACFP85	L.A. County	Olympic Boulevard Mobility Improvements	NO	ATP	\$ -	\$ 2,213,000	RECOMMENDED
Gateway Cities	LACFP77	L.A. County	Floral Drive Traffic Corridor Improvement Project	NO	HIGHWAY	\$ 120,000	\$ -	RECOMMENDED
Arroyo Verdugo	LACFP30	Pasadena	Hydrogen to Go: Fueling Olympic Transit Expansion Project (H2GO)	YES	TRANSIT	\$ 23,798,086	\$ -	RECOMMENDED
San Gabriel Valley	LACFP13	San Dimas	San Dimas Avenue & Puddingstone Drive Bicycle and Pedestrian Improvement Project	NO	ATP	\$ -	\$ 7,619,569	RECOMMENDED
North County	LACFP10	Santa Clarita Transit	Regional Mobility Hub Upgrades	YES	TRANSIT	\$ -	\$ 1,033,145	RECOMMENDED
San Gabriel Valley	LACFP86	SGV COG	San Gabriel Valley Bus Corridor Transit Improvement Project	YES	TRANSIT	\$ 14,366,000	\$ -	RECOMMENDED
San Gabriel Valley	LACFP114	Alhambra	Alhambra Backbone Bicycle Network Project	NO	ATP	\$ 32,533,000	\$ -	CONTINGENCY
Las Virgenes/Malibu	LACFP116	Calabasas	Calabasas Clean Transportation Project	NO	TRANSIT	\$ -	\$ 442,650	CONTINGENCY
South Bay	LACFP19	Carson	Dominguez Channel Active Transportation Corridor & Community Bikeway Access Improvement Project	NO	ATP	\$ 11,523,839	\$ -	CONTINGENCY
South Bay	LACFP82	Carson	Victoria Street Enhancement Corridor and A Line/J Line Transit Oriented Development Project	YES	TRANSIT	\$ -	\$ 8,817,987	CONTINGENCY

Attachment A

2025 SCAG CMAQ/STBG CALL FOR PROJECTS - FFY 2027 & FFY 2028
PROJECT NOMINATION LIST FOR LOS ANGELES COUNTY*

7/10/2025

Subregion	ID#	Agency	Project Title	2028 Games	Project Type	CMAQ Funds Requested	STBG Funds Requested	Ranking
South Bay	LACFP65	Hawthorne	Hawthorne Complete Stret Arterial Upgrade Project	YES	HIGHWAY	\$ -	\$ 7,000,000	CONTINGENCY
Central	LACFP81	Housing Authority of L.A.	Wilmington Avenue Safety Improvement Project	NO	ATP	\$ -	\$ 5,796,597	CONTINGENCY
Gateway Cities	LACFP117	Housing Authority of L.A.	Watts Cultural Trail Extension Project	NO	ATP	\$ -	\$ 3,000,000	CONTINGENCY
Gateway Cities	LACFP42	Industry	City of Industry Valley Boulevard Mobility Enhancement Project	NO	ATP	\$ 8,477,677	\$ -	CONTINGENCY
Central	LACFP28	L.A. City	Normandie Beautiful: Creating Neighborhood Connections in South LA	NO	HIGHWAY	\$ -	\$ 13,500,000	CONTINGENCY
San Fernando Valley	LACFP37	L.A. City	MAT Sepulveda First Last Mile - G Line	NO	ATP	\$ -	\$ 7,000,000	CONTINGENCY
San Fernando Valley	LACFP89	L.A. City	SRTS Panorama City Elementary School Project	NO	ATP	\$ -	\$ 7,900,000	CONTINGENCY
Central	LACFP96	L.A. City	112th and Flourney Elementary Schools Safety Improvements Project	NO		\$ -	\$ 5,600,000	CONTINGENCY
Central	LACFP97	L.A. City	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	NO	ATP	\$ -	\$ 13,900,000	CONTINGENCY
North County	LACFP76	L.A. County	The Old Rd over Santa Clara River and SPT CO Bridge et al Phase 2	NO	HIGHWAY	\$ -	\$ 20,000,000	CONTINGENCY
South Bay	LACFP88	L.A. County	Westmont West Athens Pedestrian Improvements Phase 2	NO	ATP	\$ -	\$ 2,213,000	CONTINGENCY
Central	LACFP25	L.A. County	The Mobility Hub @ Los Angeles General Medical Center	NO	TRANSIT	\$ 35,000,000	\$ -	CONTINGENCY
San Gabriel Valley	LACFP105	Monterey Park	Floral Drive Pedestrian Safety Improvement Project	NO	ATP	\$ -	\$ 3,098,550	CONTINGENCY
North County	LACFP57	Palmdale	Rancho Vista Boulevard Grade Separation Project	NO	HIGHWAY	\$ -	\$ 10,000,000	CONTINGENCY
Gateway Cities	LACFP112	Paramount	West Santa Ana Branch Bikeway Phase III	NO	ATP	\$ -	\$ 7,130,000	CONTINGENCY
San Gabriel Valley	LACFP43	Pomona Valley Transportation Authority	Operations Assistance for Get About Service and Funding/Fare Subsidies for Microtransit Program	NO	TRANSIT	\$ 4,725,000	\$ -	CONTINGENCY
North County	LACFP33	Santa Clarita	Sierra Hwy Bridge Rehab	NO	HIGHWAY	\$ -	\$ 24,000,000	CONTINGENCY
South Bay	LACFP64	Torrance	City of Torrance - Traffic Signal Safety Improvements (Phase 2)	NO	HIGHWAY	\$ -	\$ 5,126,000	CONTINGENCY
Central	LACFP99	L.A. City	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	NO	ATP	\$ -	\$ 2,500,000	NOT RECOMMENDED
Central	LACFP101	L.A. City	Liechty Middle and Neighborhood Elementary Schools Safety Improvement	NO	ATP	\$ -	\$ 14,100,000	NOT RECOMMENDED
Central	LACFP93	L.A. City	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools Project	NO	ATP	\$ -	\$ 6,950,000	NOT RECOMMENDED
San Fernando Valley	LACFP45	L.A. City	Parthenia Infrastructure Improvements	NO	ATP	\$ -	\$ 1,770,000	NOT RECOMMENDED
Central	LACFP106	L.A. City	Los Angeles River Phase IV Bike Path	NO	ATP	\$ 4,214,000	\$ -	NOT RECOMMENDED
South Bay	LACFP79	L.A. World Airport (LAWA)	Microtransit for the LAX Workforce	NO	TRANSIT	\$ -	\$ 3,600,000	NOT RECOMMENDED
				TOTAL REQUESTED		\$ 977,112,580	\$ 1,050,427,017	

* Agencies are shown in alphabetical order by ranking group.



APPROVAL OF CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING RECOMMENDATIONS

Planning and Programming Committee

July 16, 2025

File No. 2025-0428

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking recommendations for Los Angeles County for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funding for federal fiscal year 2027 through 2028 (Attachment A).

BACKGROUND

- The Southern California Association of Governments (SCAG) Regional Council established the framework for project selection and allocation of CMAQ and STBG funds
- Metro is tasked to assist in the process by providing initial project screening of LA County applications using the Board-adopted project evaluation and ranking criteria
- SCAG staff will evaluate all nominations against program criteria and recommend funding amounts for SCAG Regional Council approval of the selected projects.
- Los Angeles County's target for the CMAQ and STBG funds available through this call process is approximately \$660 million.



BACKGROUND

- In Los Angeles County, 105 applications from 34 agencies, including Metro, seeking approximately \$2.03 billion were submitted.
- To ensure transparency in the project ranking process, two representatives from the Council of Governments (COG) reviewed and ranked the applications submitted for Los Angeles County.
- The following four criteria were used to evaluate and rank projects submitted in Los Angeles County:
 1. Eligibility
 2. Alignment with Metro Plans and Policies
 3. Community/Stakeholder Engagement
 4. Deliverability and Readiness

NEXT STEPS

- Upon Board approval of these recommendations, staff will transmit the project ranking for Los Angeles County to SCAG by the August 1, 2025, deadline.



Board Report

File #: 2025-0095, File Type: Policy

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

SUBJECT: JOINT DEVELOPMENT 10K COMMITMENT AND POLICY UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING an update on the Board of Directors' goal of producing 10,000 housing units through Metro's Joint Development program and progress to date; and
- B. ADOPTING the amended Joint Development Policy (Attachment A).

ISSUE

Joint Development (JD) staff have made notable progress on the Board of Directors' (Board) ten-year goal of completing 10,000 housing units by 2031, of which at least 5,000 will be income-restricted (10K Commitment). Key process improvements have and will continue to facilitate accelerated housing production on Metro-owned sites for those who need it most. The purpose of this report is to provide an update on those efforts. Staff also recommend adopting the amended Joint Development Policy, which includes minor revisions and added language to align with certain State and Federal laws and regulations, allowing JD projects to move forward expeditiously under a programmatic exemption to the Surplus Land Act (SLA).

BACKGROUND

Housing supply, affordability, and homelessness continue to remain prevalent issues in Los Angeles County. According to the California Housing Partnership (CHP), the County has a shortfall of 485,667 homes affordable to lower income renters. The CHP analysis also suggests that County renters need to earn 2.9 times the minimum wage to afford an average asking rent of \$2,578.* Though the total number of individuals experiencing homelessness has decreased modestly, there are still 75,312 individuals who remain unhoused in LA County. In the meantime, rising construction costs, restrictive land use controls, and neighborhood resistance also continue to present challenges to housing production in LA County.

In June 2021, in response to Los Angeles County's housing affordability crisis, the Board approved

an updated JD Policy focused on affordable housing, establishing Metro's 10K Commitment and calling for the reinvestment of JD revenues to support transit-oriented communities (TOC) activities.

In July 2021, staff obtained a \$1.6 million grant from the Southern California Association of Governments to complete an in-depth analysis of Metro's JD processes and opportunity sites. This analysis developed acceleration strategies to overcome existing hurdles to project delivery, without sacrificing community input or project quality. The work from this grant was incorporated into the 10K acceleration strategies described below.

Surplus Land Act

In 2019, AB1486 expanded the SLA to strengthen the State Department of Housing and Community Development (HCD) oversight of surplus land disposition and prioritize use of local surplus land for affordable housing. The amendments created additional procedural steps for a local agency to secure HCD approvals for property disposition and placed limitations on Metro's overall flexibility with respect to land transactions and future joint development of any non-residential uses.

JD 10K Sites

In February 2023, the Board directed staff to develop an inventory of Metro property suitable for housing and to identify strategies to accelerate the delivery of affordable housing through JD.

In April 2023, the Board approved a list of 20 Metro-owned properties (10K Sites) which were vacant or underutilized and could be repurposed to meet the Board's 10K Commitment as shown in the chart below.

10K Sites	Location
Artesia Station	Compton
Aviation/Century Station	Los Angeles
Balboa Station	Los Angeles
Canoga Station	Los Angeles
Century City Station	Los Angeles
El Segundo Station	El Segundo
Fairview Heights Station	Inglewood
Florence Station	Unincorporated
Glendora Station	Glendora
Heritage Square Station	Los Angeles
La Verne	La Verne
Pickle Works	Los Angeles
Pomona Station	Pomona
(G Line) Sepulveda Station	Los Angeles
Temple/Beaudry Bus Layover	Los Angeles
Universal City/Studio City Station	Los Angeles
Wilshire/Crenshaw	Los Angeles
Wilshire/La Brea	Los Angeles
103 rd St./Watts Towers Station	Los Angeles
17 th St./SMC Station	Santa Monica

10K Acceleration Strategies

As part of the April 2023 actions, the Board also adopted 29 strategies to accelerate the creation of new housing units (10K Acceleration Strategies). The 10K Acceleration Strategies center on equity and community engagement while expediting the delivery of housing. These strategies were informed by review of development policies of other agencies, discussions with key stakeholders, and interviews with staff. The strategies also built on input received through months of engagement for the 2021 JD Policy amendment including a virtual town hall, online surveys, and internal and external working groups. While the former JD process took approximately 10 years to complete a project, the acceleration strategies seek to reduce the timeframe to five years. The new process includes targeted community outreach, the establishment of a Developer Bench, standardized template agreements, simplified design review, and enhanced interdepartmental coordination.

In March 2024, consistent with the 10K Acceleration Strategies, the Board approved the creation of a pre-qualified bench of developers (Developer Bench) eligible to respond to future 10K Site Requests

for Proposals (RFPs).

In June 2024, the Board adopted an amended JD Policy and Exclusive Negotiations Agreement (ENA) template which incorporated language to clearly define, communicate, and promote the collaboration and participation of community-based organizations (CBOs), community-based development organizations (CBDOs), Small Business Enterprises (SBEs), Disadvantaged Business Enterprises (DBEs), and Disabled Veterans Business Enterprises (DVBES).

Community Engagement

To date, Metro has engaged with 832 community members at pop-up events or community intercepts and another 1,975 through 18 transit rider intercept efforts. Metro has connected with 372 local businesses, requesting feedback on community and transit amenities that may be provided with the new housing projects. In addition to our field engagement, our digital engagement included over 736,909 social media impressions and 204,100 newsletter recipients, resulting in 3,848 completed site-specific surveys.

Staff have also developed avenues for our Developer Bench to engage and partner with CBDOs, CBOs, SBEs, DBEs, DVBES, and Community Land Trusts (CLTs). Staff have hosted three “Building Partnerships” virtual events to facilitate networking among potential development partners prior to releasing site-specific RFPs. Over 245 multi-disciplinary participants have attended these events, resulting in development proposals spanning an impressive array of mission-driven organizations.

*California Housing Partnership, Los Angeles County 2025 Affordable Housing Needs Report (May 2025)

DISCUSSION

Progress Towards 10K Homes

When the 10K Commitment goal was established in June 2021, 2,221 units had already been completed. Since the goal was established, Metro welcomed residents to four newly completed 100% affordable JD projects, representing a total of 377 homes. These “legacy” projects, listed below, were many years in the making and their completion-all of which occurred in the past 15 months-is a significant milestone for the JD program and the communities these projects serve.

Recently Completed	Developer	Housing Units*	Start Date	Start to Finish (Years)
Lorena Plaza (1 st /Lorena)	A Community of Friends (ACOF)	49	2005	20
Los Lirios (1 st /Soto)	Bridge Housing & East Los Angeles Community Corporation (ELACC)	64	2013	11
La Veranda (Chavez/Soto)	Abode Communities	77	2014	10
Santa Monica Vermont Apartments	Little Tokyo Service Center (LTSC)	187	2017	8
TOTAL		377		

**Includes income-restricted and unrestricted Managers' units*

Other significant milestones since 2024 include the Board's approval of a joint development agreement and ground lease terms for Chavez Gardens (Chavez/Fickett), Crenshaw Crossings (Expo/Crenshaw), District NoHo (North Hollywood), and Lucha Reyes (Mariachi Plaza) representing more than 2,000 units entering the pre-construction phase and poised to begin construction upon securing full project financing.

With these recent milestones, Metro is well on its way to achieving the Board's 10,000-unit goal as shown in the chart below:

COMPLETED		
Site Name (Location)	Income-Restricted Units	Total Units
Parque Vista (Taylor Yard - Lot 2B)	42	42
LA Urban Homes (Taylor Yard - Lot 2A)		54
Taylor Yard Apartments (Taylor Yard - Lot 3)	68	68
Wilshire Vermont Apartments (Wilshire/Vermont Station)	90	449
Hollywood/Vine Hotel (Hollywood/Vine Station)		143
Casa Salazar (Taylor Yard - Lot 5)	107	108
La Veranda (Chavez/Soto)	76	77
LA Urban Homes (Taylor Yard - Lot 4)		41
Hollywood/Vine Apartments (Hollywood/Vine Station)	78	375
Santa Cecilia (1st/Boyle)	80	80
Rio Vista Apartments (Taylor Yard - Lot 1)	87	87
MacArthur Park Apts (Westlake/MacArthur Park (Ph. A)	90	90
Los Lirios (1st/Soto Station)	63	64
Metro Hollywood Apts (Hollywood/Western Station)	60	60
Lorena Plaza (1st/Lorena)	48	49
Santa Monica & Vermont Apartments	185	187
One Santa Fe (3rd/Santa Fe)	88	438
Solair Condos (Wilshire/Western Station)		186
SUBTOTAL	1,162	2,598
ACTIVE		
Site Name (Location)	Income-Restricted Units	Total Units
District NoHo (North Hollywood Station)	366	1,481
Lucha Reyes Apartments (Mariachi Plaza Station)	59	60
Crenshaw Crossing (Expo/Crenshaw Station)	397	401
Chavez Gardens (Chavez/Fickett)	109	110
Centro Westlake (Westlake MacArthur Park Station)	234	668
Venice Division 6	86	341
Duarte Station	99	100
Artesia Station	TBD	250 to 350
17th St/ SMC Station	TBD	275 to 350
Wilshire/Crenshaw	TBD	225 to 375
Taylor Yard - Lot 9	TBD	TBD
Florence Station	TBD	50 to 100

Pomona Station	TBD	300 to 400
Heritage Square Station	TBD	50 to 100
Universal City/Studio City Station	TBD	500+
Balboa Station	TBD	150 to 300
Canoga Station	TBD	150 to 300
Wilshire/La Brea	TBD	500+
La Verne Station	TBD	50 to 100
Fairview Heights Station	TBD	50 to 100
SUBTOTAL	1,350+*	5,711 to 6,636
FUTURE		
Site Name (Location)	Income-Restricted Units	Total Units
Pickle Works	TBD	150 to 250
Sepulveda Station	TBD	500+
103rd St/Watts Towers (Watts Towers)	TBD	50 to 100
El Segundo Station	TBD	100 to 150
Temple/Beaudry	TBD	100 to 150
Glendora Station	TBD	150 to 300
Aviation/Century Station	TBD	150 to 300
Century City Station	TBD	150 to 300
SUBTOTAL	TBD*	1,350 to 2,050
TOTAL	2,512+*	9,659 to 11,284**

* Number of income-restricted units for active and future projects to be determined at ENA stage.

**The range of potential housing units includes preliminary estimates for active and future projects that are pre-ENA. These estimates are subject to change based upon the applicable local or state land use regulations and other factors that impact physical and financial feasibility.

10K Request for Proposals (RFPs)

Since the Board's approval of the Developer Bench in March 2024, Metro has initiated 9 site-specific community engagement efforts representing approximately 3,000 potential units, of which 1,500 would be income-restricted. A total of six RFPs have been released to the Developer Bench and thus far Metro has received 19 proposals for the first four sites (17th St./SMC, Wilshire/Crenshaw, Balboa and Canoga). As a point of reference, in the first half of 2025, Metro released the same number of joint development RFPs as it had in the decade from 2014 to 2024. A map showing the status of Metro housing sites is provided as Attachment B.

With the first 10K sites underway, staff are now able to move more quickly and easily through the process, allowing for the launch of all remaining 10K sites in the next 18 months. In the next six

months, Metro anticipates launching community engagement at up to six new sites and entering into up to six ENAs.

Considerations for 10K Plan Implementation

Feedback from local jurisdictions, housing advocacy groups, and non-profit housing developers has been overwhelmingly positive. While these groups have applauded Metro's commitment to an accelerated process, they have also raised concerns about the lack of available resources - traditional capital, grants, and human resources - to realistically respond to this "surge" of opportunities.

At the local level, while communities acknowledge the need to address the regional housing shortage, local stakeholders have surfaced traditional concerns such as anticipated parking and traffic impacts; impacts to those that lease Metro property for short-term use; height and density and concerns and the potential for any development-even 100% affordable projects-to exacerbate displacement of existing residents and businesses.

At the Balboa Station, several residents within the 1-mile area surrounding the site have raised concerns about the level of engagement necessary to garner community support. Further discussion on Community Outreach is below.

At the Florence Station, a neighborhood advocacy group raised concerns that developing the Park and Ride there would remove a vital community resource and exacerbate the neighborhood's existing parking shortage. Further discussion on Parking is below.

Communities have also expressed concern that the current housing selection process does not have a local preference. Staff continue to monitor the City of Los Angeles' exploration of a policy that would enable local residents and/or artists in certain neighborhoods priority in the housing lottery for these projects.

As noted in the 2024 Board Action approving the developer Bench, site-specific RFPs are released only to the developer bench but directly include the Community Recommendations and evaluation criteria contained in the Outreach Report. Upon release of the first two 10K RFPs, Wilshire/Crenshaw and 17th/SMC Station, staff posted select elements of all submitted proposals to the Metro website for public comment with the intention of increasing transparency. The public posting of proposals raised issues relative to stakeholder expectations because Metro's "black-out period" prohibits Metro from engaging in discussion with the public regarding specific proposals while the developer selection process is underway. Moving forward, staff will instead post the key details of the selected proposal along with a Notice of Intent to Award, at which point the black-out restrictions would be lifted. Comments received on the selected proposal would be tracked and addressed by the developer in subsequent phases of the community engagement process.

Community Engagement

Key to the accelerated process (and delivering on the 10K Commitment) is a proactive community engagement program that seeks to overcome traditional barriers to participation by broadening the

opportunities and means by which stakeholders are engaged. Previous community engagement efforts tended to present each site as a blank slate, primarily engaging local residents in a dialogue about what community benefits a development project should provide. This visioning effort, while well-intentioned, created parameters for development without the input of the non-profit and for-profit developers that would be responsible for the delivery of the project, and as a result often raised unrealistic expectations about what could feasibly be delivered.

Under the accelerated process, the outreach effort starts from the Board's direction to repurpose and prioritize underutilized Metro property to address the housing shortage. The new process seeks focused input on the Board's designated "10K Sites" from a broader set of stakeholders that includes local residents, as well as transit riders, local employees and employers, schools, and others that may have ties to the local community. Metro solicits input on community needs via surveys, pop-up events, community intercepts, key stakeholder roundtables, and transit rider intercepts. Surveys help Metro to collect specific input from targeted audiences while pop-up events and direct engagement with stakeholders in their daily routines and commutes ("intercepts") allow face-to-face conversations with stakeholders on the issues that matter most to them. Staff meet residents and transit riders where they are, at local events, neighborhood institutions, and on their commutes. Stakeholders are engaged around their needs and interests for the future housing site, which includes the ground floor uses, surrounding open space, landscaping, and other amenities.

Once the developer is selected, the template ENA requires each developer to adhere to an outreach plan to engage stakeholders through a variety of means, which may include in-person or digital engagement, coordination with key stakeholder groups, and solicitation of public feedback on the design proposal. The outreach plan requires that the developer demonstrate to Metro how feedback received has been addressed in the revised project proposal before submitting that project for entitlements through the local jurisdiction approval process.

Parking

Ten of the 20 10K Sites are proposed at existing park-and-ride locations. Before recommending these sites for housing development, Joint Development staff worked with Metro's Parking Management team to conduct a parking demand study at all park-and-ride facilities across the LA Metro system. Though parking demand continues to lag across the Metro system, the study projected future parking demand using a logistic growth function that assumes an eventual rebound to pre-COVID levels.

Of the 21 park and ride sites analyzed, the study identified nine sites where sufficient parking would be available at other park and ride locations within a 15-minute drive of the station (calculated at 8:00 AM assuming weekday traffic).

Where communities have expressed concerns about loss of parking, it is helpful to distinguish among the three types of parking that may be desired: 1) transit parking, which as noted above is managed by directing patrons to underutilized lots nearby; 2) parking for the new housing development, for which the Metro's Joint Development policy has established a maximum of 0.5 spaces per bedroom; and 3) community parking, which is not the intended or, in many cases, allowable use.

Staff will continue to work with communities to realistically balance these needs, including considering replacement parking on a case-by-case basis. However, in accordance with the Board's direction, maximizing affordable housing will continue to be the key priority.

10K Dashboard

In June 2025, staff launched a [dashboard](https://experience.arcgis.com/experience/fc3e300fce8642b0a24c996d32d99d0e/page/DASHBOARD) system (<https://bit.ly/MetroHousingProjectsandProgress> <https://experience.arcgis.com/experience/fc3e300fce8642b0a24c996d32d99d0e/page/Home>) on Metro's website to provide transparency and up-to-the-minute updates on project status, progress toward the 10K goal, and a forecast of upcoming milestones and opportunities to engage with Metro and the selected developers. The dashboard's continuous public reporting is critical to supporting Metro's goal to shorten the timeframe for project delivery from 10 to five years by focusing staff resources on program delivery while maintaining transparency. Through this system, the public will be notified of upcoming milestones such as launching outreach, releasing RFPs, developer selection and ENA execution. The dashboard is available at metro.net/10k. A static print-out of the dashboard is provided as Attachment C.

JD Policy Revisions

Revisions to the JD Policy are proposed to align terminology with the current developer selection process, clarifying that points will be awarded for proposals that: are aligned with community feedback; deliver more affordable units at deeper levels of affordability; include strategies to accelerate and streamline project delivery; and submitted by teams with experience accessing public funds for affordable housing. In addition, the amended Policy includes smaller "clean-up" items, such as streamlining affordability definitions and replacing the design checklist with "Site Infrastructure and Design Requirements" to match the current design review process.

In 2023, the SLA was amended to add a new, programmatic exemption that provides one-time blanket approval of property dispositions and allows transit agencies to use surplus land for commercial, industrial, retail, office and other uses if they have adopted a plan to dedicate at least 50 percent of gross acreage covered by the plan to residential uses and at least 25 percent of the residential units are reserved for lower income households. Modifying the JD Policy to codify this commitment is necessary to secure a programmatic exemption which will help streamline administrative procedures. This will help accelerate delivery on the 10K Commitment while also allowing for flexibility in land uses, where appropriate.

A new section enables Metro to qualify for a programmatic exemption permitted under California Government Code Section 54221(f)(1)(S), a recently adopted section of the SLA. The new policy language requires that Metro maintain a portfolio of real properties (SLA Portfolio) which, in the aggregate, satisfies the programmatic exemption by adhering to the following criteria:

- At least 50% of the gross acreage within the SLA Portfolio must be used for residential purposes.
- The SLA Portfolio must maintain a minimum density of 10 residential units per gross acre, averaged across all land in the SLA Portfolio.
- At least 25% of all residential units to be developed on the properties, but not

necessarily on the individual parcels, within the SLA Portfolio, must be affordable.

- At the time surplus land is disposed of under this policy, Metro must record affordability requirements in covenants or restrictions that run with the land.

Metro shall compile a list of properties that satisfies these criteria and HCD guidance. Staff may add new properties to or remove properties from the SLA Portfolio from time to time to maintain alignment with the JD Policy. The programmatic exemption will streamline HCD's approval of future JD projects and allow Metro additional flexibility to develop some property with non-residential uses, if appropriate. HCD has reviewed the proposed policy language, which models language adopted by other California transit agencies, and has indicated that the language is sufficient to enable Metro to take advantage of the exemption.

Language was also added to conform with electric vehicle charging revenue requirements contained in the Federal Transit Administration (FTA) Circular, which was updated in September 2024. The purpose of the FTA's proposed revisions is to incorporate changes made by the Bipartisan Infrastructure Law (BIL), implemented as the Infrastructure Investment and Jobs Act that amended the definition of a "Capital Project" in [Section 5302 of Title 49, United States Code](https://www.govinfo.gov/link/uscode/49/5302) [<https://www.govinfo.gov/link/uscode/49/5302>](https://www.govinfo.gov/link/uscode/49/5302). Specifically, the proposed revisions address "equipment to fuel privately owned zero-emission passenger vehicles" that is "installed as part of a joint development improvement" and requires "the recipient of [FTA] assistance to collect fees from users of the equipment . . . to recover the costs of construction, maintenance, and operation of the equipment."

The proposed amended policy has also been adjusted to conform the ENA term for all JD sites with the ENA terms for 10K Sites adopted by the Board in June 2024. The updated Policy allows that, unless otherwise approved by the Board, ENA terms will consist of a 12-month base period with the option to extend in 12-month increments up to a total of 60 months administratively, with notifications to the Board which will include a project status update, reasons for the extension, and proposed next steps.

Lastly, the updated policy corrects minor formatting errors to improve the readability of the document.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will not impact the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of the recommendations will not have an additional long-term direct financial impact on the Agency. The revisions to the JD policy need to be made to be eligible for the SLA programmatic exemption, but do not result in any changes to the 10K Program.

Impact to Budget

The current year JD program activity is incorporated into the adopted FY26 budget. This item does not change the level of JD activity projected for the 10K Program. The funding sources for the FY26 budget are JD revenues reinvested to the JD program and other general funds which are eligible for

bus & rail operations and capital projects.

EQUITY PLATFORM

The implementation of the 10K Acceleration Strategies will facilitate the development of affordable housing, market rate housing, and other public benefits such as job creation, transit investments, first-last mile improvements, open space, community rooms, and urban greening. Development of housing for all income levels is essential to alleviating the housing shortage that disproportionately and negatively impacts all categories of disadvantaged communities including Black, Indigenous, or People of Color (BIPOC), low-income households, people with disabilities, and other marginalized communities.

In some instances, the delivery of market rate or affordable housing will be accompanied by neighborhood change that may be felt most acutely and negatively by marginalized and vulnerable populations immediately surrounding such sites. The 10K Acceleration Strategies seek to minimize disruptive impacts, such as displacement, while increasing opportunities to serve not only at-risk populations but also disadvantaged communities via the delivery of affordable housing throughout the County focusing on areas with the greatest need.

The 10K Acceleration Strategies utilizes the JD Policy as its basis for implementation. Though the JD Policy is being amended with revisions for internal/external alignment, the foundation of the JD Policy has been informed through extensive outreach and engagement which included a virtual town hall event, online surveys, internal and external working groups, community-based development organization interviews, and extensive input from staff.

VEHICLE MILES TRAVELED OUTCOME

Total 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. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit transit-oriented communities and further encourage public transit ridership, ridesharing, and active transportation.

The 10K Program and Policy update will accelerate the delivery of housing adjacent to public transit, reducing the need for a car and therefore County VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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

By approving these recommendations, Metro will advance the Vision 2028 Strategic Plan Goal #3, to “enhance communities and lives through mobility and access to opportunity,” by activating several transit-oriented communities with catalytic development projects that will bring housing, jobs, and services to neighborhoods across the Metro system and Los Angeles County at-large.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the recommendations. This is not recommended as the JD Policy revisions are necessary for the JD Program to conform to federal and state requirements and allow Metro to continue its trajectory in meeting the 10,000-unit mandate by 2031.

NEXT STEPS

Upon approval of these recommendations, staff will incorporate the amendments as indicated in Attachment A and share the adopted policy with HCD. Staff will provide periodic updates on the 10K Commitment to the Board and the public via stakeholder emails, Metro community relations newsletters, and automatic notifications from the on-line dashboard system.

ATTACHMENTS

Attachment A - Amended Joint Development Policy

Attachment B - Joint Development Sites

Attachment C - Joint Development Dashboard

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ATTACHMENT A – Amended JD Policy

Joint Development Policy



Metro®

JUNE 2024 JULY 2025

I. INTRODUCTION

Vision 2028 Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) Vision 2028 Strategic Plan encourages the development of affordable housing near transit in order to give more people, especially in low-income communities, better access to transit.

Metro Joint Development

The Metro Joint Development (JD) Program is a real estate development program for properties owned by Metro [\(JD Program\)](#).

This document serves to inform communities in which JD projects are constructed, developers who build them, and the general public, about the values, policies, and processes that govern the JD Program.

Land Use and Transit

Transit systems are most effective if they are surrounded by transit-supportive land uses that includes jobs, housing, schools, and amenities. While Metro does not have land use authority in Los Angeles County (the local jurisdictions hold this power), Metro can leverage the land it owns on behalf of the public, usually adjacent or proximate to Metro's transit infrastructure, to deliver transit-supportive uses (to the extent these uses comply with local land use policies).

Housing Affordability

Los Angeles County is suffering from a severe housing affordability crisis which is disproportionately impacting low-income residents, who make up Metro's core ridership.

Purpose

This [JD Policy](#) is intended to enable Metro to build as much quality housing near transit as possible, for those who need it most, as soon as possible. Additionally, the [JD](#) Policy will continue to enable the development of other transit-serving uses (beyond housing) that will increase access to opportunity and support an efficient transit network.

II. VALUES & GOALS

Equity & Inclusion

- Deliver housing and amenities for everyone, focusing benefits for historically disadvantaged communities.
- Actively engage community members.

Access

- Preserve, protect and promote transit infrastructure and use.
- Respect communities around transit by stabilizing and enhancing housing and other amenities.
- Increase transit ridership and decrease single occupancy vehicle use.

Performance

- Leverage the value of the JD portfolio to maximize and accelerate positive impact.
- Streamline process to deliver projects faster without compromising quality or cutting corners.
- Measure the impact of the JD Program with specific performance metrics.

Innovation

- Lead the region and nation by driving innovation around transit-oriented housing.
- Pursue new methods of engagement, financing, and construction to deliver projects faster and more equitably.

MISSION STATEMENT: Create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible.

III. POLICIES

A. Income-Restricted Housing

1. Affordable First.

Metro will pursue all new JD sites for housing developments with 100% of residential units as Income-Restricted to persons and families of Extremely Low, Very Low, Lower or Moderate Income, in alignment with neighborhood incomes, as further described below.

2. Neighborhood Alignment.

Metro will consider the local context and select an appropriate range of housing types to meet the needs of a diversity of household incomes, sizes, and ages. Metro will determine the affordability levels of any Income-Restricted Units by evaluating neighborhood income and rent levels as further described in the Process Section.

3. Minimum Affordability.

If development of 100% Income-Restricted Units ~~are-is~~ determined to be infeasible for a particular site, at least 25% of units at such site will be affordable to Lower Income households or below, or an equivalent number of Income-Restricted Units at income levels calculated to an equivalent “Affordability Score,” defined below. A Mixed-Income Project may also be pursued if a greater number or ~~leveldepth~~ of Income-Restricted units can be generated in a Mixed-Income Project than in a 100% Income-Restricted project.

4. Affordability Definitions.

The “Affordability Score” is a measure of ~~the overall a project’s overall~~ affordability levels determined by the percentage of Income-Restricted Units and their ~~leveldepth~~ of affordability. ~~Scores will be determined consistent with the following equivalent unit mixes. Scores may also be adjusted to encourage additional housing-related benefits.~~

~~Extremely Low Income: 11% of units~~

~~Very Low Income: 15% of units~~

~~Lower Income: 25% of units~~

~~Moderate Income: 50% of units~~

“Area Median Income” or “AMI” is the median annual income for a family or household in the County of Los Angeles. This amount is established each year by the United States Department of Housing and Urban Development (HUD) and published annually by the California Department of Housing and Community Development (HCD). As a point of reference, in April 2021, the Los Angeles County AMI for a three-person household was \$106,400. The commonly used income categories are approximately as follows, subject to variations for household size and other factors:

- Extremely Low Income: 0 to 30% of AMI

- Very Low Income: >30% to 50% of AMI
- Lower Income: >50% to 80% of AMI
- Moderate Income: >80% to 120% of AMI

“Income-Restricted Units” are housing units that are reserved for people or households earning no more than a certain threshold income.

A “Mixed-Income Project” is a JD project with both Income-Restricted Units and market rate units.

“Neighborhood AMI” is a measure of the median income in a neighborhood surrounding a proposed JD project and will only be used to inform income levels for Income-Restricted Units where Neighborhood AMI is lower than County AMI.

B. Transportation & Access

1. Transit-Supportive Land Use.

Metro will prioritize trip generating uses on JD sites to allow more people to drive less and access transit more. Projects will be prioritized which include more housing units for transit riders or a greater intensity of activity.

2. Preservation of Transit Facilities.

Metro must retain authority over its transit facilities and services, and development shall not negatively impact existing or future public transportation facilities.

3. Transit Connections.

Metro will maximize connections to transit facilities from and through JD projects, where appropriate. Projects are encouraged which provide for increased station access using buses, active transportation, and other alternative modes of travel. Projects should include provisions for effective and flexible curbside management of last-mile goods delivery and shared mobility services such as rideshare, microtransit, carshare, and carpools to minimize unintended consequences.

4. Parking.

Metro will require projects that include parking spaces for residential uses to be at a ratio no higher than 0.5 parking spaces per bedroom. If the resulting residential parking is less than the minimum required by local land use policies, then JD projects will include residential parking at ratios no higher than the minimum required by such local policies. For JD projects built on existing park and ride lots or providing park and ride spaces, Metro

will consider parking demand and pricing strategies when determining a strategy for replacement parking, if applicable.

- Unbundled Parking. All off-street parking spaces related to residential uses in a JD project must be “unbundled” (i.e., marketed and rented separately from the units within the project) in order to capture the actual cost to construct and maintain the dedicated parking spaces. An exception may be granted for Income-Restricted Units, if required by funding sources.
- Shared Parking. Metro will evaluate and pursue, wherever possible, shared parking strategies with the overarching goal of reducing the total number of off-site spaces constructed on the JD site.
- Replacement Parking. In the event that a Metro JD project is pursued on an existing Metro park and ride lot, demand-responsive considerations should inform replacement parking, if any.

5. Equity.

Metro will ensure that all projects are consistent with the Metro Equity Platform. Projects will be analyzed with Metro equity analysis tools and will strive to address past unintended consequences and provide the most opportunity to the most vulnerable populations, especially transit-dependent residents. In addition, Metro will ensure that JD projects comply with FTA Title VI Civil Rights and Environmental Justice requirements. Compliance with Title VI will be required of developers selected for JD projects.

C. **Resources**

1. Maximize Benefit.

Metro will seek the project that secures the best value for the public which may include affordable housing, public amenities or financial return that can be reinvested into Transit Oriented Communities (TOC).

2. Land Subsidies.

Where appropriate, and necessary for project feasibility, Metro may, subject to the approval of the Metro Board of Directors (“Board”), subsidized JD projects by discounting ground leases below the fair market value in order to accommodate transit infrastructure, Income Restricted Units, or other community benefits. Ground lease discounts from fair market value will be disclosed to the Board in an absolute dollar amount when transaction terms are presented to the Board for approval.

3. Collaborative Contribution.

Projects are encouraged which obtain capital, loans, grants, in-lieu contributions, or strategic partnerships from other agencies, including use of Local Return dollars in accordance with the Board-adopted TOC Policy, to create greater community economic benefit to JD projects.

4. Land Ownership.

Metro will retain fee ownership of its land, relying on long-term ground leases to develop its property. In exceptional cases where Metro's continued ownership of a property is neither convenient nor necessary, Metro may sell the property in fee to the developer. In the event that a fee disposition of Metro property is necessary for a JD project, Metro will place a covenant on the property requiring that any Income-Restricted Units developed remain Income-Restricted in perpetuity, where feasible, and in any case for a period of not less than 99 years. Upon the expiration of the covenant, Metro shall have the right of first offer to acquire fee ownership of the land on terms tailored for the particular property and otherwise acceptable to Metro.

5. Use of Proceeds.

Proceeds from JD projects will be reinvested in Transit Oriented Communities activities.

6. Strategic Acquisition.

To encourage opportunities for JD projects surrounding transit investments, Metro will evaluate transit corridor projects in the initial planning (e.g., during the environmental and preliminary engineering phases) and shall seek to create the most advantageous conditions for JD projects in the acquisition of required property, location of new station sites, and construction of station facilities.

D. Community Outreach

~~1. Community Engagement.~~

Metro will pro-actively engage with the communities throughout the JD process and require that developers do so as well.

~~2.1. CBO Participation.~~

Metro will require, wherever feasible, that developers collaborate with local Community Based Organizations (CBOs), both formally as development partners or informally as community partners providing independent community-level input on the project scope, design and program.

~~3.2. Local Collaboration.~~

Metro will consult and work cooperatively with local jurisdictions and developers to encourage transit-supportive, high-quality development at stations and surrounding properties. All JD projects must follow local laws and land use policies of the jurisdiction in which they are located.

E. Developer Solicitation

1. Competitive Solicitation.

Metro's preferred method for selection of developers for its JD projects is conducted through a full, open and competitive selection process that is further detailed in the Process section.

2. Unsolicited Proposals.

Staff may consider unsolicited proposals that seek the right to develop or improve Metro property by bringing unique benefits to a Metro site such as adjacent property or innovative design. For example, a successful proposal might add additional land area to a Metro site that would enable the combined properties to support a superior development than the Metro property alone. Unsolicited proposals must comply with all policies set forth herein.

If pursued, Metro will conduct market and zoning analysis, study the surrounding Neighborhood AMI, and seek input of impacted stakeholders to ensure the unsolicited proposal is in alignment with community needs.

F. Project Requirements

1. Small & Disadvantaged Businesses.

Development teams shall provide opportunities for Metro-certified Small Business Enterprises (SBEs), Disadvantaged Business Enterprises (DBEs), and Disabled Veterans Business Enterprises (DVBES) to partner in their projects through the delivery of professional or construction services.

2. Design Excellence.

Metro is committed to design excellence in JD projects. Metro will promote context sensitive planning, architectural integration, and quality materials for all programmatic elements of JD sites. Metro will ensure that projects demonstrate a high quality of design that is both sensitive to community context and enhances the surrounding community. If applicable, staff may require developers to incorporate community-appropriate public art and/or Metro directional signage into the proposed project.

JD projects will often require a signage and wayfinding program connecting the development to the transit system. These designs must reinforce Metro's brand identity and shall be prepared by a professional environmental graphic design consultant contracted

by the Developer. JD projects may also provide opportunities for developers to commission public art in order to support cultural equity and articulate a community identity. Emphasis should be focus on spaces with high visibility and opportunity for architectural integration.

3. Sustainability.

Metro will require that JD projects shall be built to the latest green building codes and in accordance with the Metro Moving Beyond Sustainability plan.

4. Project Labor.

Metro will apply its agency-wide Project Labor Agreement and Construction Careers Policy to JD projects that meet the following thresholds: a mixed-use project containing both a residential and a commercial component, where there are more than sixty (60) residential units being built; a residential only project that exceeds sixty (60) residential units; or a commercial only project (retail, office or hotel) that exceeds forty thousand (40,000) square feet of space.

IV. PROCESS

While this document is Board-adopted, Metro may continue to refine this Process section administratively as needed, so long as any refinements are in keeping with the Policy statements set forth in the previous Policy Section.

A. Site Selection

1. Acquisition.

In the initial planning of a transit corridor project (e.g., during the environmental and preliminary engineering phases), Metro may conduct site analysis and evaluate proposed station sites for their JD potential. Working with Metro's Corridor Planning, Real Estate and Program Management departments, JD staff shall review proposed transit project property acquisitions for JD potential before the acquisition footprint is established and cleared during environmental review.

2. Site Prioritization.

The JD staff has finite resources; therefore, the decision to begin a JD project must be made carefully, factoring in several criteria including, but not limited to market conditions, community input, ability to generate Income-Restricted Units, potential for local jurisdiction partnerships, and Metro resources. The JD workplan will prioritize projects with consideration of the following:

- Neighborhood Stabilization. Metro will prioritize projects located in areas at higher risk of displacement based on the most recent and reputable data available.
- Equity Focus Communities (EFCs). Metro will prioritize projects that fall within the EFC geographies which have lacked investment and experienced disenfranchisement, as defined in Metro's Long Range Transportation Plan.
- Access to Opportunities. Metro will prioritize projects that deliver Income-Restricted Units in areas with greater access to opportunities, such as jobs, schools, and other amenities.
- Streamlining. Metro will evaluate projects based on their potential to be delivered quickly and with the least cost to Metro.
- Maximizing Impact. Metro will prioritize projects that can best leverage transit supportive land use policies and deliver the greatest public benefit.

B. Project Scoping

1. Site Analysis.

At the outset of the site selection process, staff shall conduct zoning and market analysis to determine the capacity of a JD site for housing units, community benefits and financial potential. Staff will conduct a community needs assessment and asset mapping to identify opportunities for the development program to leverage existing community resources and fill gaps where they exist. Potential JD sites will be evaluated through Metro equity analysis tools to address past unintended consequences and provide the most opportunity to the most vulnerable populations, especially transit-dependent residents.

Metro will estimate any additional costs of upgrades required to develop the property in a manner that preserves existing transit infrastructure and operations. Examples of such costs include adding a new entrance, building replacement park and ride parking, or development features necessary to span or otherwise accommodate existing transit infrastructure.

2. Neighborhood Income Analysis.

As part of the site analysis, Metro will evaluate income and rent data for the area that is within an approximately 15-minute walk of the site. The evaluation will include an historic “lookback” to determine a baseline “Neighborhood AMI” that will inform the threshold of household income levels and rents that will be targeted for projects with Income-Restricted Units. The neighborhood income and rent data will inform the outreach and preparation of Development Guidelines, with a goal of aligning housing affordability levels with the needs of the neighborhood and ensuring a realistic conversation about tradeoffs.

3. Community Engagement.

Outreach should focus on upfront visioning and community updates throughout the process. In conducting outreach, Metro will utilize a breadth of outreach tools designed to broaden participation beyond traditional channels for gathering community input including, but not limited to focus groups, one-on-one meetings, workshops, pop-up events, attending other community meetings and events, intercept surveys, participation in community events, as well as virtual and online tools such as online surveys and virtual workshops to reach a broader stakeholder base.

Metro will consult with local jurisdictions and conduct outreach to solicit input from the community surrounding a JD site. JD staff, working closely with Metro Community and Construction Relations staff, shall work with community stakeholders and the local jurisdiction to define a vision for the potential project.

4. Development Guidelines.

Upon determination of a unified vision that is desirable to the community and economically feasible, Metro will prepare Development Guidelines. The Development Guidelines will articulate the following project expectations:

- Scale and Program. Results of the market and zoning analysis, Neighborhood Income Analysis and Community Engagement ~~—community outreach, and neighborhood income and rent levels~~ will be reflected in the Development Guidelines to set expectations for proposals.
- Transit Infrastructure Requirements ~~;~~ (if applicable). To the extent that additional transit investments are required to create a developable parcel, the scope and estimated cost for such improvements will be disclosed.
- Regulatory and Planning Framework. In communities where there has been a recent community plan or specific plan update or extensive outreach and visioning effort, the Development Guidelines will be informed by that document. The Development Guidelines will also incorporate relevant Metro plans and policies.
- Community-Informed Development Vision. The Development Guidelines will outline site-specific, community-informed priorities based on site analysis and Community Engagement ~~outreach~~.
- Project Checklist ~~Site Infrastructure and Design Requirements~~. Transit-oriented developments are expected to be walkable, human-scaled, and supportive of alternative transportation modes, among other attributes. These attributes will be encompassed in the Site Infrastructure and Design Requirements ~~comprise a standardized “project checklist”~~ to ~~advise~~ include design-related expectations such as the treatment of ground floor uses, pedestrian enhancements, community spaces and the like.
- Design Criteria. The Development Guidelines will specify urban design elements and site plan expectations unique to the site, as well as environmental graphics and public art for each project, if applicable.
- Community-Informed Evaluation Criteria. Community members will be invited to provide input on the evaluation criteria as part of the Development Guidelines so that the ultimate determining factors for selection are transparently communicated before a solicitation.

C. Developer Selection

1. Project Solicitation.

Metro will solicit proposals for development of a JD site through a Request for Information and Qualifications (RFIQ) and/or an Request for Proposals (RFP). Because of the unique nature of JD transactions and their divergence from a typical public procurement of goods or services, the developer solicitation process will use the Metro Acquisition Policy as a general guideline. Unique processes may be pursued in order to bring forward the best value project for Metro and the community. The RFIQ/RFP process will adhere to applicable state and federal codes, and, if the subject site was purchased with federal funding, there will be

a conformation to Federal Transit Administration FTA circular 7050.1 CB, which governs JD projects, as it may be amended from time-to-time.

2. Community-Based Development Organizations (CBDOs).

Following input from Los Angeles County-based community organizations and developers, in 2023 Metro defined a CBDO as “a nonprofit, tax-exempt, housing developer with a commitment to a geographic community and a stated intention of generating community scale outcomes including building wealth, increasing economic stability, improving health, or advancing equity through its projects and programs or partnerships with other organizations.” Harnessing the local expertise of CBDOs will help Metro effectuate meaningful community engagement and develop JD projects that include elements that benefit, enhance, and respond to the needs of surrounding communities. Metro will require, wherever feasible, that development teams be led by or include CBDOs. If a CBDO is a partner rather than the lead developer, it must have an active role and financial stake in the development.

3. Fostering Partnerships.

During the solicitation process, staff may host a “Building Partnerships” event to highlight small businesses and local CBOs with the goal of connecting them with potential developer proposers, especially CBDOs.

4. Proposal Evaluation.

Metro will assemble an evaluation panel generally consisting of key Metro personnel, a representative of the local jurisdiction, and a community stakeholder, to the extent feasible and appropriate. Additionally, an urban design or development consultant, financial services consultant, community representative, and/or local jurisdiction technical staff may be used to provide support and advisory services in the evaluation of proposals. The evaluation panel will evaluate JD proposals and select a developer or defer a JD project if none of the proposals maximize JD objectives.

5. Evaluation Criteria.

JD proposals will be evaluated based on their conformance with site-specific Development Guidelines and their support of the JD Policy. The selection team will evaluate various criteria and award points for project attributes including, but not limited to, the following:

1. ~~Vision, Scope and Design~~Project Concept. Projects that effectively carry out Metro’s JD Policyies goals, objectives, and vision as well as projects that compliment and support herein and the vision expressed for the JD site as described in the site-specific Development Guidelines and address the key takeaways expressed in the Outreach Report.
2. Housing Affordability and Community Benefits. Projects ~~with a greater number of Income Restricted Units, and/or deeper affordability levels following the~~

~~Affordability Score and the alignment of affordability levels with Neighborhood AMI, that effectively maximize the number of units provided on the project site, commit to delivering other public benefits, and if a project is mixed-income, the extent to which the project maximizes the percentage of Income-Restricted Units and level of affordability.~~

~~3. Transit-supportive Land Uses. Projects with trip-generating uses that allow more people to drive less and access transit more.~~

~~4.3. Financing Strategy. Projects that provide a proforma based on reasonable assumptions and that provide a detailed, reasonable, and feasible plan for implementation of the proposed financial program. Projects whose proposer has demonstrated a history of successfully securing the proposed funding sources. Projects that provide a financing strategy that compensates Metro given the affordability and public benefits provided and an offer that is defensible and unlikely to be reduced, with a reasonable and financially feasible proforma that compensates Metro at a fair market value for the land.~~

~~5.4. Implementation Streamlining and Innovation. Projects that present a credible plan for delivery within the stated schedule and present sufficient and reasonable detail on how the Proposer plans to secure entitlements and environmental clearances. Additionally, projects that include unique efforts, techniques, or innovations to feasibly accelerate project delivery, have a clear schedule for implementation, have the potential to be delivered fastest and with the least cost to Metro; projects that are “by right” and do not require discretionary local actions; and projects with demonstrated community support that are less likely to be delayed by opposition.~~

~~6.5. Development Team. Proposers with demonstrated experience advancing and completing projects of a similar magnitude to the proposed project and/or transit-oriented projects that require extensive coordination with a transit agency and local jurisdiction to implement transit replacements/improvements such as parking facilities or development of multimodal access. Proposers that demonstrate the capacity to advance the proposed project and have not filed for bankruptcy. Lastly, proposers that have demonstrated experience or can commit to partnering with CBDOs, CBOs, SBEs, DBEs, DVBES, and CLTs. Additional points will be awarded if the developer is a CBDO, partnering with CBOs, SBEs, DBEs, and DVBES; Proposer teams where a CBDO is the lead developer or where a non-CBDO has committed to a partnership with a CBDO. Additional points will be awarded if the lead developer is a CBDO.~~

~~7. Community Engagement. Proposals that reflect robust engagement with CBO’s and other community stakeholders as part of the development process.~~

6. Unsolicited Proposals.

Metro will evaluate unsolicited proposals using a three-phased approach:

- Phase One: Conceptual Proposal
- Phase Two: Detailed Proposal
- Phase Three: Community EngagementOutreach and Preliminary Discussions

Metro will respond to unsolicited proposals by following federal procurement guidelines for competitive procurement. Metro may, at any time, choose not to proceed further with any unsolicited proposal.

Phase One – Conceptual Proposal

Phase One includes a basic threshold review and evaluation of conceptual proposals, based on their compliance with the policies set forth in Section III, the site prioritization metrics set forth in Section IV.A.2, and the availability of staff resources at the time of receipt. Unsolicited proposals will only be accepted from developers with site-control of adjacent properties. If staff determines that the Phase One proposal should proceed, staff will request additional detailed information in a Phase Two proposal.

Phase Two – Detailed Proposal

During Phase Two, developers can meet with JD staff to better understand the process and the requirements for the proposed project. A Phase Two proposal will be evaluated based on its advancement of the JD P policy priorities set forth in this document and the evaluation criteria set forth in Section IV.C.4. If Metro intends to move forward with a Phase Two proposal, JD staff and the proposers shall conduct outreach to targeted stakeholders in Phase Three.

Phase Three – Community EngagementOutreach and Preliminary Discussions

During Phase Three, Metro and the developer will conduct robust community engagementoutreach to understand the reception of the proposed project by the community. This outreach may consist of:

- Meeting with local elected officials and municipal staff where the subject property is located;
- Meeting with key community and business stakeholder groups;
- Convening a public open house seeking community feedback;
- Collecting written feedback or survey responses received on-line; and
- Conducting virtual workshops, pop-ups, participating in community events, station intercept surveys, etc.

In response to the community input, the developer will be asked to address concerns raised and may submit a revised detailed proposal in response to public feedback. If the project is

successful in addressing community concerns and JD staff determines a viable project can move forward, the proposal will be recommended to the Board to enter into an Exclusive Negotiation Agreement.

D. Development Phase

1. Exclusive Negotiation.

Following either the RFIQ/RFP or unsolicited proposal processes described above, Metro may decide to enter into an Exclusive Negotiation Agreement and Planning Document (ENA) with a developer. Metro will negotiate and execute an ENA with the developer upon approval of a recommended developer and authorization by the Board, (unless the Board has delegated such authority to staff as was done for 10K Sites subject to the JD Developer Bench approved by the Board in March 2024).

Developer Responsibilities under the ENA include but are not limited to:

- Create a robust community engagement plan that will carry throughout the design, entitlement, and construction process for the project;
- Negotiate in good faith, including such project design and project financing information as necessary for staff to negotiate a transaction;
- In consideration for entering into the ENA, the developer will provide Metro a non-refundable fee and will also provide Metro with a deposit to pay Metro's actual costs to negotiate and evaluate the proposal, including certain Metro in-house and third-party costs;
- Report on CBDO, CBO, SBE, DBE, and DVBE participation in the delivery of projects;

Metro Responsibilities under the ENA:

- During the negotiation period, provided that the developer is not in default of its obligations under the ENA, Metro will negotiate exclusively and in good faith with the developer a Joint Development Agreement (JDA) and Ground Lease to be entered into between Metro and the developer and will not solicit or entertain offers or proposals from other parties concerning the site.

Term of the ENA:

- Unless otherwise approved by the Board, ENA terms will consist of a ~~twenty-four (1224)~~ month base period with the option to extend in twelve (12) month increments up to a total of sixty (60) months administratively, with notifications to the Board which will include a project status update, reasons for the extension, and proposed next steps. In considering an extension, staff will determine whether substantial progress has been made towards fulfillment of the

requirements of the ENA and may require payment of additional fees and/or deposits.

2. FTA Concurrence.

If a JD project will occupy land initially purchased with federal dollars, the project will need to obtain concurrence from the FTA in order to proceed.

3. Environmental Compliance.

Metro cannot enter an agreement that would legally obligate the project's completion until the Board - as a responsible agency under the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA) - considers and analyzes the environmental impacts of the project. The project must be cleared through CEQA before a JDA or a Ground Lease can be approved by the Board. Metro is not the lead CEQA agency for JD projects; the agency with local regulatory land use authority generally serves that function.

4. Joint Development Agreement.

Upon satisfactory fulfillment of the development requirements in the ENA, negotiation of acceptable terms, and completion of the required environmental review under CEQA, Metro will recommend that the Board (a) take such action as required under CEQA and (b) authorize entering into a JDA and Ground Lease for the implementation of a project. The JDA shall describe the rights and responsibilities of both parties as established in the ENA negotiations.

5. Ground Lease.

Upon satisfactory fulfillment of the closing conditions required in the JDA, and receipt of FTA concurrence, Metro will enter into a Ground Lease for the use of the site. The Ground Lease will describe the rights and responsibilities of both parties with respect to the site. The Metro Chief Executive Officer~~CEO~~ or designee may also enter into such other documents and agreements to implement and administer the project as described in the JDA and Ground Lease.

V. JOINT DEVELOPMENT POLICY REQUIREMENTS & PROGRAM METRICS

While this JD Policy is Board-adopted, the Metro Deputy Executive Officer of Joint Development may refine this Section V. Joint Development Policy Requirements & Program Metrics, administratively from time to time, so long as any such refinements advance the values and goals listed in Section II of this Policy, are consistent with the other portions of this JD Policy, and are consistent with the Surplus Land Act (Cal. Government Code 54220 – 54234) as may be amended from time to time (SLA) and any then-effective implementing guidelines thereto issued by the California Department of Housing and Community Development.

A. SLA Portfolio Parameters

1. SLA Portfolio Development

In accordance with any applicable laws and this Section V, Metro shall maintain a list of real properties which is a subset of the larger portfolio of JD properties and which, in the aggregate, qualifies for the exempt surplus property category outlined in Cal. Gov. Code Sec. 54221(f)(1)(S) (SLA Portfolio). The SLA Portfolio is comprised of properties that have the potential to advance the Values and Goals of this JD Policy if utilized for the JD Program. The Deputy Executive Officer of Joint Development may add new properties to or remove properties from the SLA Portfolio from time to time to maintain alignment with the JD Policy in particular, the Site Prioritization considerations listed in Section IV. Process.

2. SLA Portfolio Composition

Metro shall require the SLA Portfolio to comply with the SLA and any other state or federal requirements, as may be amended from time to time. The SLA Portfolio will adhere to the following criteria:

- At least 50% of the gross acreage within the SLA Portfolio will be used for residential purposes.
- At a minimum, Metro will develop at least 300 residential units or 10 residential units per gross acre, averaged across all land in the SLA Portfolio, whichever is greater.
- At least 25% of all residential units to be developed on the properties, but not necessarily on the individual parcels, within the SLA Portfolio, will be affordable for and made available to lower income households as provided in Chapter 2, Part 1, Division 31 of the California Health & Safety Code, as may be re-codified or amended from time to time.
- At the time surplus land is disposed of under this policy, Metro shall record the above-mentioned affordability requirements in covenants or restrictions that run with the land.
- Before entering into an agreement to dispose of a parcel for nonresidential development of land in the SLA Portfolio, Metro, since January 1, 2020, must

have entered into agreement(s) to dispose of at least 25% of the land in the SLA Portfolio for affordable housing purposes, as required above.

- Metro shall, for land disposed of for residential purposes, issue a competitive solicitation process or put out to open competitive bid where all entities identified in Government Code section 54222, subdivision (a) are invited to participate.

B. Outcome Tracking

Metro will monitor and assess the JD Program and revise the JD Policy as needed. Metro will track the JD Pportfolio via a regularly updated dashboard of both completed and in-progress projects which will include data such as:

- Number and percentage of units by AMI levels
- Developer characteristics (ex. CBDO, market rate or non-profit, minority and/or women-led firms)
- Number of residents
- Resident employment and income characteristics
- Resident demographics
- Geographic distribution of JD projects
- Associated community benefits such as parks, community space, or street improvements
- Commercial space
- CBO, SBE, DBE, and DVBE participation in the delivery of projects
- Construction and permanent jobs created
- First/last mile improvements
- Transit infrastructure improvements
- Revenue to Metro

Developers will be required to allow Metro to conduct annual commercial and residential tenant surveys to gather metrics for ongoing monitoring. Consistent with pillar one of the Equity Platform, requiring ground lessees to allow Metro to conduct an annual tenant survey would enable JD to track JD Ppolicy objectives such as transit use, demographic data (as

allowed/feasible), car ownership, move in/move out information, revenue generation and qualitative data on the tenant satisfaction to help inform features of our projects (e.g., design issues, amenities, desired ground floor services, parking, and unit design).

In addition, Metro will conduct regular surveys of both existing and potential JD developers to identify areas of improvement for the JD Program.

VI. LEGAL FRAMEWORK

A. Statutory Basis

The Metro JD Program maintains statutory basis as obtained by a predecessor agency, the Southern California Rapid Transit District. Under California Public Utilities Code, Section 30600: “the district may take by grant, purchase, gift, devise, or lease, or by condemnation, or otherwise acquire, and hold and enjoy, real and personal property of every kind within or without the district necessary or incidental to the full or convenient exercise of its powers. That property includes, but is not limited to, property necessary for, incidental to, or convenient for joint development and property physically or functionally related to rapid transit service or facilities. The Board may lease, sell, jointly develop, or otherwise dispose of any real or personal property within or without the district when, in its judgment, it is for the best interests of the district to do so.”

B. State Regulations

In response to the state housing crisis, a number of new laws have been adopted that prioritize and expedite the development of Income-Restricted Units, specifically on public lands such as Metro JD sites. In pursuing JD projects, Metro will comply with all relevant state laws.

Metro JD sites which were acquired with assistance from State funding sources may be subject to additional State laws or processes and will follow State guidance to ensure compliance.

C. Federal Regulations

Metro JD sites which were acquired with assistance from the FTA are subject to and will follow FTA guidance and will be reviewed individually by the FTA to ensure compliance. Current guidance in FTA Circular 7050.1~~CB~~ on FTA-funded real property for joint development, stipulates that joint developments follow ~~five~~^{our} criteria: ~~subject JD projects~~

1. Economic Benefit – project must either (a) enhance economic development or (b) benefit ~~or~~ incorporate private investment.
2. Public Transportation Benefit – project must either (a) enhance the effectiveness of public transportation and be related physically or functionally to public transportation, ~~or it can (b)~~ establish new or enhanced coordination between public transportation and other modes of transportation.
3. Fair Share of Revenue – developer and Metro must negotiate and agree on the amount of revenue the project will provide to Metro. The FTA does not define what amounts to a “fair share of revenue” but Metro will provide FTA with a

reasonable determination that the terms and conditions of the joint development project are reasonable and fair to Metro.

4. Fee Collection For Zero-Emission Vehicle Charging – if equipment to fuel privately owned zero-emission passenger vehicles is installed as part of JD activities, the developer and/or Metro will collect fees from users of the equipment.

4.5. Fair Share of Costs – developers and commercial tenants must pay a fair share of the costs through rental payments or other means. The FTA does not define what amounts to a fair share of the costs of the facility and will not impose a particular valuation methodology. Metro will determine how to document its reasonable determination that the rental payment, or other means, is reasonable and fair.

D. Local Jurisdictions

Metro JD projects are subject to local land use laws, policies and procedures in the host jurisdiction, similar to any private development. The selected developer for any JD site must follow the land use, zoning, permitting, and entitlement process for the local jurisdiction of that site.

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Metropolitan Transportation Authority

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Metro Joint Development Sites Legend

COMPLETED PROJECTS

- 1 Parque Vista
- 2 LA Urban Homes
- 3 Taylor Yard Apartments
- 4 Wilshire Vermont Apartments
- 5 Hollywood/Vine Hotel
- 6 Casa Salazar
- 7 La Veranda
- 8 LA Urban Homes
- 9 Hollywood/Vine Apartments
- 10 Santa Cecilia
- 11 Rio Vista Apartments
- 12 MacArthur Park Apartments
- 13 Los Lirios
- 14 Metro Hollywood Apartments
- 15 Lorena Plaza
- 16 One Santa Fe
- 17 Solair Condos
- 18 Santa Monica & Vermont Apartments

ACTIVE PROJECTS

- 1 Artesia Station
- 2 Fairview Heights Station
- 3 La Verne Station
- 4 Wilshire/Crenshaw
- 5 Taylor Yard - Lot 9
- 6 Heritage Square Station
- 7 Universal City/Studio City Station
- 8 Balboa Station
- 9 Canoga Station
- 10 Wilshire/La Brea
- 11 Pomona Station
- 12 17th St/ SMC Station
- 13 Florence Station
- 14 Duarte Station
- 15 Centro Westlake
- 16 Crenshaw Crossing
- 17 Venice Division 6
- 18 Peabody Werden
- 19 District NoHo
- 20 Lucha Reyes Apartments
- 21 Chavez Gardens

*Sites Metro currently has in construction; is in negotiations with a developer; is conducting community engagement to inform development guidelines; or has an active Request for Proposals (RFP) out.

FUTURE SITES

- 1 El Monte Station
- 2 El Segundo Station
- 3 Glendora Station
- 4 Pickle Works
- 5 Sepulveda Station
- 6 103rd St/Watts Towers
- 7 Temple/Beaudry
- 8 Aviation/Century Station
- 9 Century City Station

**Sites Metro expects to release a RFP for in the next one to three years.

Joint Development Dashboard

Overview

Learn about our progress towards our 10,000 housing unit goal and visit our website, [Joint Development Housing Projects and Progress](#)

Completed

Projects leased up and fully occupied

18

Pre-Construction

Approved projects seeking funding and building permits

4

Negotiations

Proposed projects under Exclusive Negotiations Agreements

4

Planning

Conducting site evaluation and early outreach

13



*Active includes projects in planning, negotiations, pre-construction and construction

Active Project Status

Site Name	Progress Tracker ↓		Next Milestone	Est Groundbreaking
Chavez Gardens	<div><div></div></div>	74.3%	Project Fully Funded, Developer Submittal of CDs	4/1/2026
Crenshaw Crossing	<div><div></div></div>	68.6%	Developer Submittal of DD Drawings	8/31/2026
District NoHo	<div><div></div></div>	68.6%	Developer Submittal of DD Drawings, Project Full...	6/12/2027, 12/3/2027
Lucha Reyes Apartments	<div><div></div></div>	68.6%	Developer Submittal of DD Drawings	10/8/2027
Duarte Station	<div><div></div></div>	25.7%	Draft Schematic Design Submittal	9/27/2027
Venice Division 6	<div><div></div></div>	25.7%	Metro Comments on CEQA/Entitlement Plan	3/26/2029
Wilshire/Crenshaw	<div><div></div></div>	22.9%	Developer Selection & ENA Execution	3/7/2029
17th St/ SMC Station	<div><div></div></div>	22.9%	Developer Selection & ENA Execution	9/29/2027
Balboa Station	<div><div></div></div>	20.0%	Evaluation Period Closed	7/12/2027
Canoga Station	<div><div></div></div>	20.0%	Evaluation Period Closed, Developer Selection &...	9/16/2027
Artesia Station	<div><div></div></div>	14.3%	Proposals Collected	9/13/2027
Florence Station	<div><div></div></div>	14.3%	Proposals Collected	9/13/2027
Fairview Heights Station	<div><div></div></div>	5.7%	Confirm Site Conditions, Community...	12/21/2027
Wilshire/La Brea	<div><div></div></div>	5.7%	Confirm Site Conditions, Community...	11/19/2027
La Verne Station	<div><div></div></div>	2.9%	Early Outreach	1/28/2028
Pomona Station	<div><div></div></div>	2.9%	Early Outreach	1/28/2028
Universal City/Studio City Station	<div><div></div></div>	0.0%	Confirm Site Conditions	5/7/2028
Heritage Square Station	<div><div></div></div>	0.0%	Confirm Site Conditions	12/29/2027

Recent Milestones

Recent Milestones

* Completed community engagement at Fairview Heights Station on June 8

* Completed community engagement at Wilshire/La Brea on June 8

* RFP Released for Artesia Station on June 26

* Confirmed site conditions for La Verne Station on June 30

* RFP Released for Florence Station on June 26

* Confirmed site conditions for Pomona Station on June 30

Upcoming Milestones

Site Name	Next Milestone	Next Milestone Date ↑
La Verne Station	Early Outreach	7/11/2025
Pomona Station	Early Outreach	7/11/2025
Fairview Heights Station	Confirm Site Conditions,...	7/14/2025
Heritage Square Station	Confirm Site Conditions	7/20/2025
Wilshire/La Brea	Confirm Site Conditions,...	7/31/2025
Lucha Reyes Apartments	Developer Submittal of DD...	7/31/2025
Wilshire/Crenshaw	Developer Selection & EN...	8/4/2025
Canoga Station	Developer Selection & EN...	8/6/2025
Artesia Station	Proposals Collected	8/11/2025
Florence Station	Proposals Collected	8/11/2025
17th St/ SMC Station	Developer Selection & EN...	8/27/2025
Duarte Station	Draft Schematic Design...	9/6/2025

Impact

To date, Metro Joint Development has completed or is constructing approximately

Homes

3,373

Affordable Homes

1,285

People Housed

8,433

Annual Jobs Created

4,115

Metro Joint Development projects are

Removing Annual VMT

15,551,117

Reducing Tons of GHGs

5,727

Saving the Equivalent of Acres of
Forest

6,659

Reactivating Acres of Public Land

104



We're supporting thriving communities.

Joint Development 10K Commitment and Policy Update

Planning and Programming Committee | July 16, 2025

Legistar File# 2025-0095



Metro

Recommendations

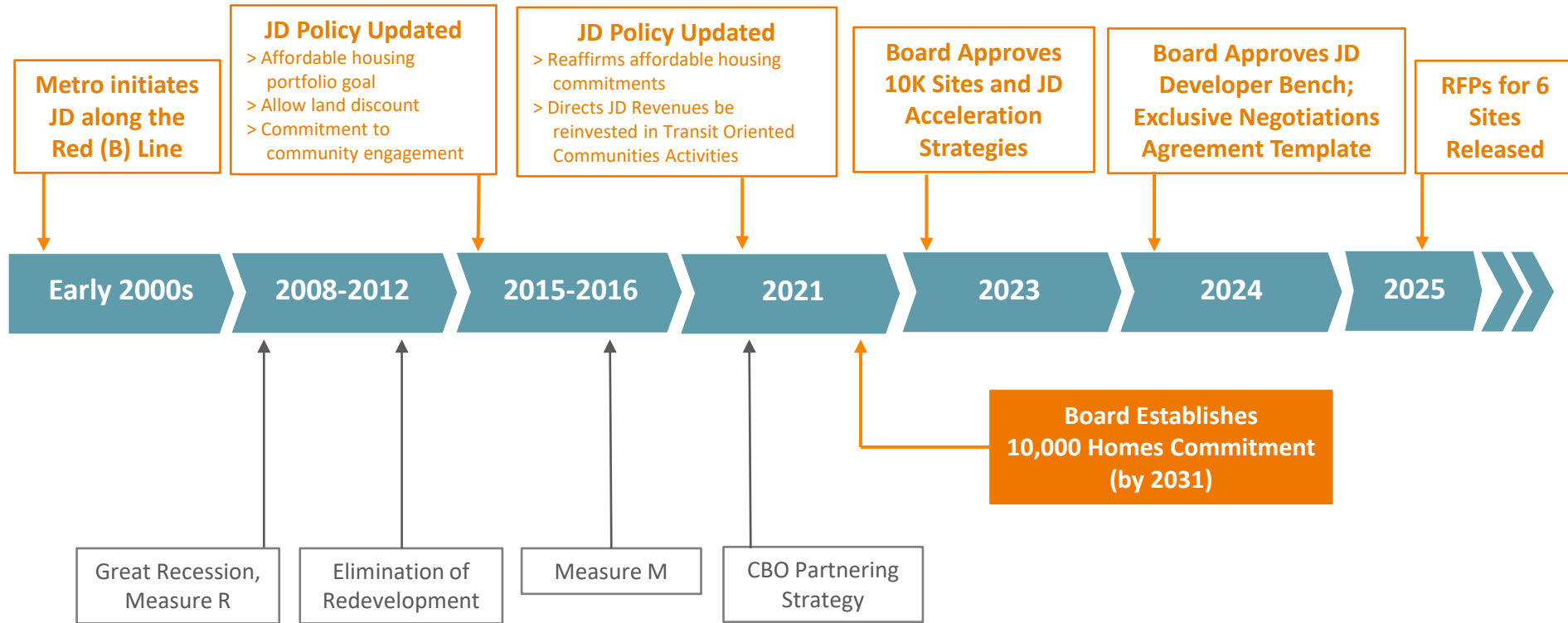
CONSIDER:

- A. **RECEIVING AND FILING** a report back on the Board of Directors' goal of producing 10,000 housing units through Metro's Joint Development program and progress to date; and
- B. **ADOPTING** the amended Joint Development Policy

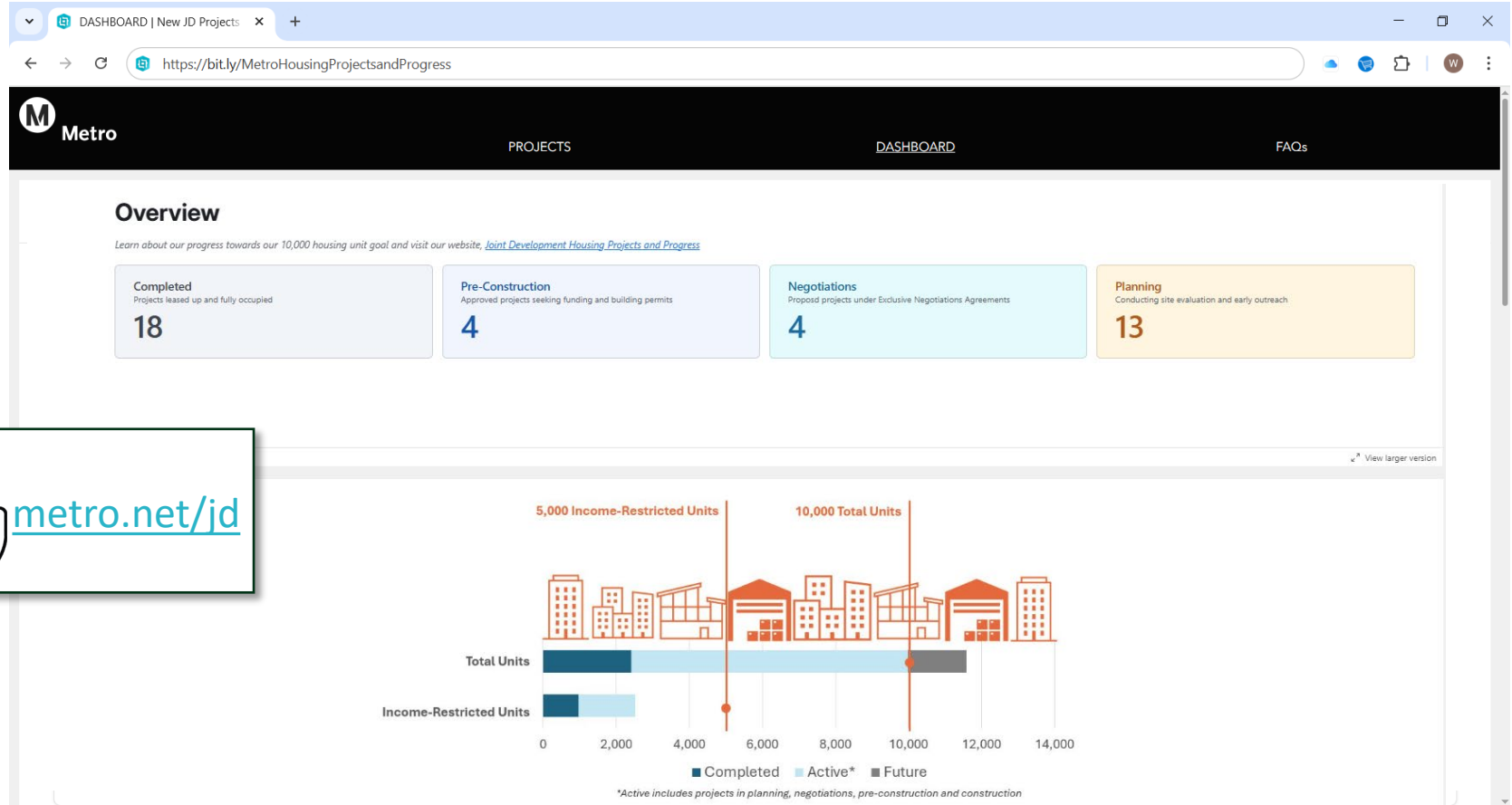


Joint Development Sites

Joint Development (JD) Program History



Progress Towards 10,000 Homes



Recent Project Completions

- > Since spring 2024, four joint development projects have been completed representing **377 new housing units**
- > On average, these projects took **12 years** to deliver

Santa Monica Vermont Apts, East Hollywood
187 units | Little Tokyo Service Center (LTSC)



Lorena Plaza (1st/Lorena), Boyle Heights
49 units | A Community of Friends



La Veranda (Chavez/Soto), Boyle Heights
77 units | Abode Communities

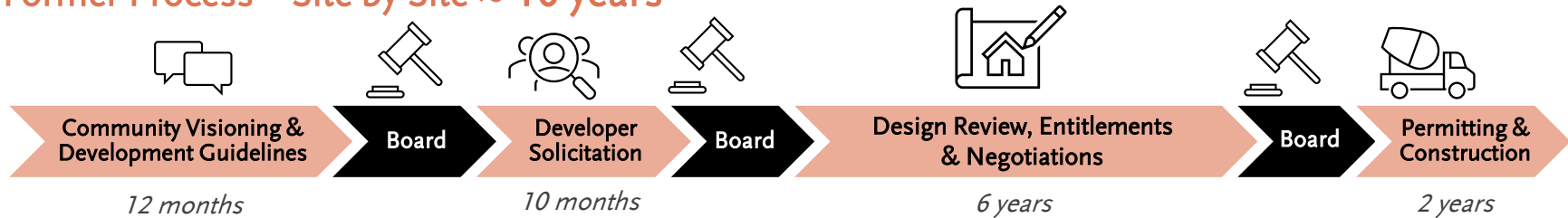


Los Lirios (1st/Soto), Boyle Heights
64 units | Bridge Housing / ELACC

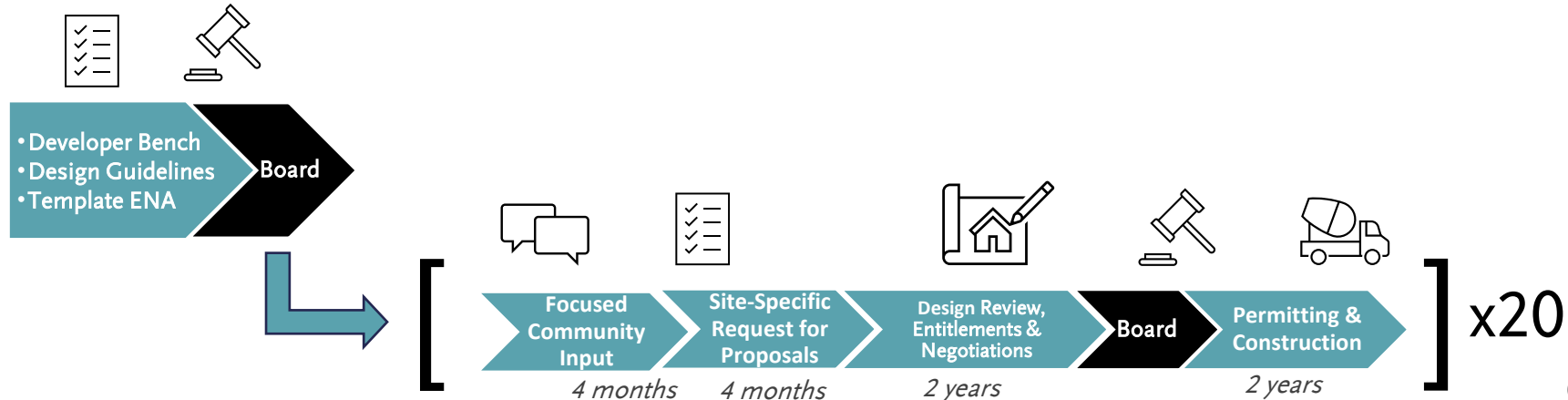


Process Improvements

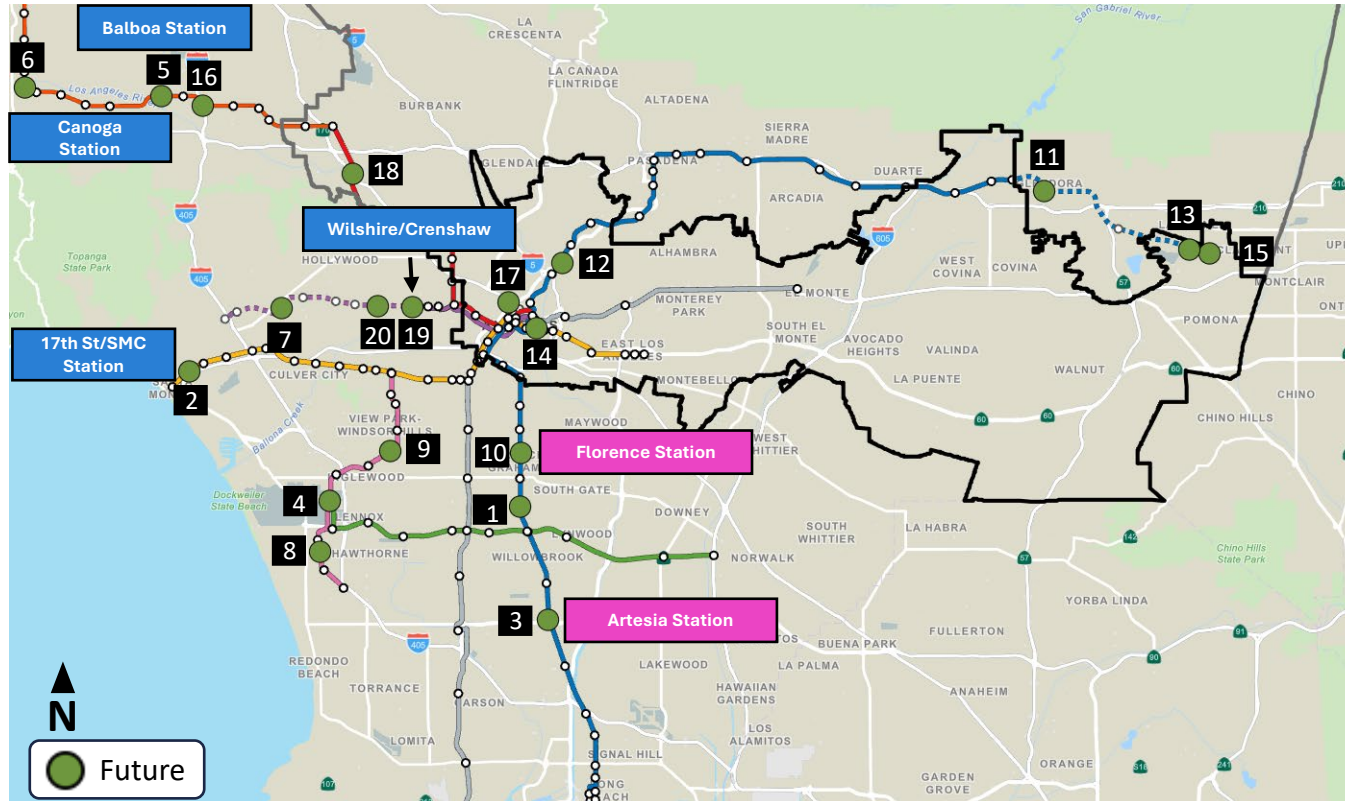
Former Process – Site by Site ≈ 10 years



10K Process – Programmatic Approach ≈ 5 years



Active Developer Solicitations



10K SITE LIST

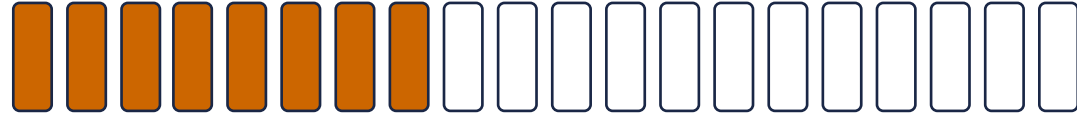
1. 103rd St/Watts Towers Station
2. 17th St/SMC Station
3. **Artesia Station**
4. Aviation/Century Station
5. **Balboa Station**
6. **Canoga Station**
7. Century City
8. El Segundo Station
9. Fairview Heights
10. **Florence Station**
11. Glendora Station
12. Heritage Square Station
13. La Verne Station
14. Pickle Works
15. Pomona Station
16. Sepulveda Station
17. Temple/Beaudry Bus Layover
18. Universal City/Studio City Station
19. **Wilshire/Crenshaw**
20. Wilshire/La Brea Station

SITE PHASE:

- Active RFPs
- Proposals Received

10K Homes: Outreach Overview

METRO-LED OUTREACH INITIATED ON 9
OF 20 10K SITES



FIELD ENGAGEMENT

832



People engaged
at 8 pop-up
events

1,975

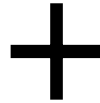


People engaged
at 18 transit rider
intercepts

372



Businesses
engaged with



DIGITAL ENGAGEMENT

736,909



Social media
impressions

204,100



Newsletter
recipients



SURVEYS

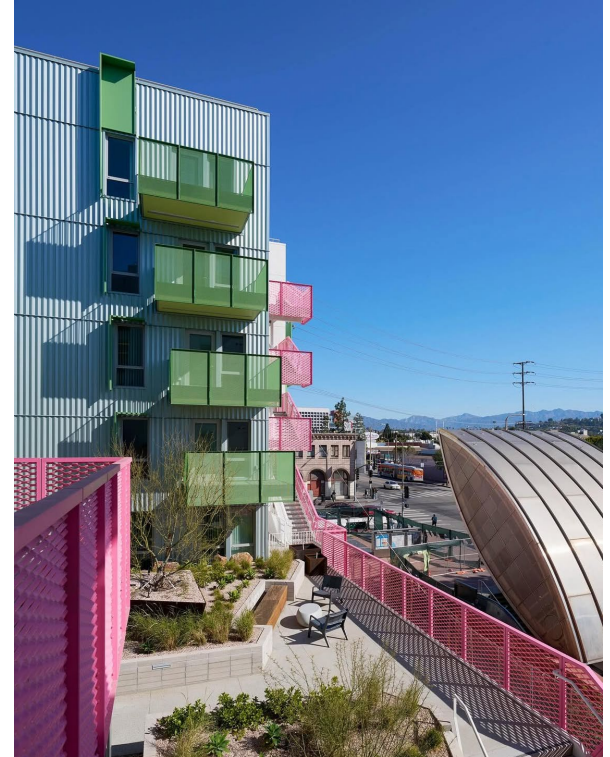
3,848



Surveys
received

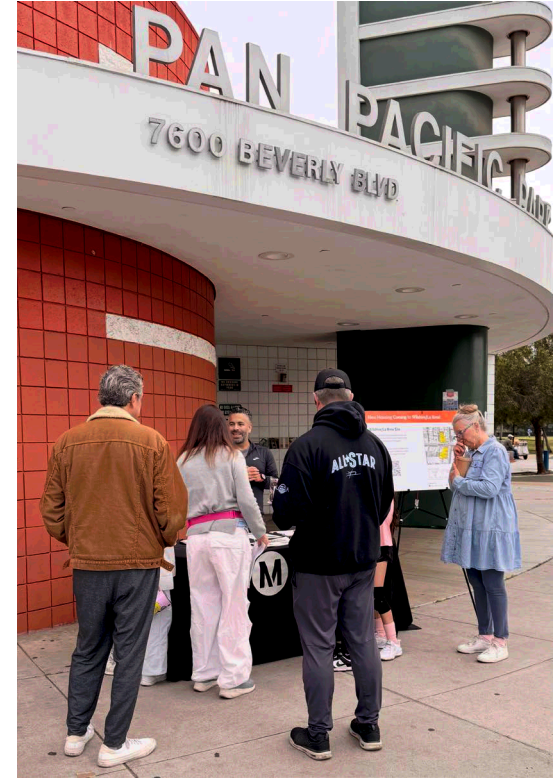
Considerations for 10K Implementation

- > Streamlined processes, standardized templates have accelerated 10K Site rollout
 - *6 RFPs released to Bench in first half of 2025*
 - *19 proposals received for first 4 Sites*
- > Development community response and coordination with local jurisdiction staff has been robust and positive
 - *Developers are concerned that there may be insufficient public subsidies to deliver “surge” of projects in short time-frame*
- > Communities continue to be interested in opportunities for local preference in housing lotteries for income-restricted units
 - *Staff will explore ability for Metro to adopt local preference policy*



Considerations for 10K Implementation

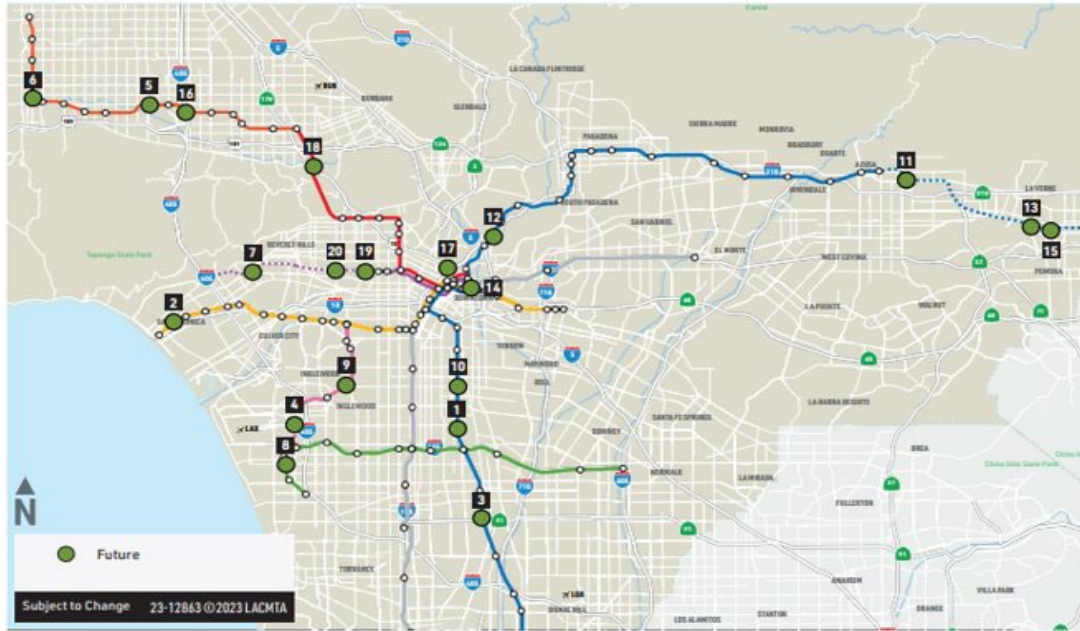
- > Tension between effort to address regional housing shortage and traditional concerns about parking, traffic among local stakeholders has emerged
 - *Broader regional messaging about the Board's goal is needed*
- > Expectations for deep community engagement creates delays that undermine local and state streamlining
 - *Developer-led outreach required during the ENA stage will ensure continued community engagement while allowing projects to advance*
- > Even at underutilized park and ride lots, communities are concerned about loss of parking
 - *Staff will revisit parking studies as needed to confirm demand*
- > Transparency is needed to maintain trust throughout accelerated process
 - *JD Dashboard to provide transparency and real-time updates on status and upcoming milestones*



Policy Update

- > Surplus Land Act (SLA) programmatic exemption to require that the Metro Joint Development portfolio adhere to the following criteria:
 - at least 50% of the gross acreage in JD portfolio must be used for residential purposes;
 - maintain a minimum density of 10 residential units per gross acre across portfolio;
 - at least 25% of housing units (across portfolio) affordable;
 - record affordability covenants that run with the land; and
 - land disposed of/leased shall have gone through a competitive solicitation process with notice to HCD developer list
- > Updated language to conform with Federal Transit Administration (FTA) circular regarding electric vehicle charging
- > Adjustments to reflect updated “10K” developer selection process

Questions & Discussion



10K Sites

- | | | |
|----------------------------------|-----------------------------|--|
| 1. 103rd St/Watts Towers Station | 8. El Segundo Station | 15. Pomona |
| 2. 17th St/SMC Station | 9. Fairview Heights | 16. Sepulveda Station |
| 3. Artesia Station | 10. Florence Station | 17. Temple/Beaudry Bus Layover |
| 4. Aviation/Century Station | 11. Glendora | 18. Universal City/Studio City Station |
| 5. Balboa/Victory Station | 12. Heritage Square Station | 19. Wilshire/Crenshaw Station |
| 6. Canoga Park Station | 13. La Verne | 20. Wilshire/La Brea Station |
| 7. Century City | 14. Pickle Works | |



metro.net/10K



Board Report

File #: 2025-0543, File Type: Policy

Agenda Number: 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
CONSTRUCTION COMMITTEE
JULY 16, 2025

SUBJECT: METRO COST BENEFIT ANALYSIS METHODOLOGY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the recommended Metro Cost Benefit Analysis Methodology (Attachment A).

ISSUE

Last month, the Planning and Programming Committee and the Construction Committee received a staff report on a Cost Benefit Analysis (CBA) draft methodology. The report represents a significant milestone in Metro's effort to establish a standardized framework for evaluating capital projects' benefits relative to cost. The Committees addressed the proposed methodology and its representation of priorities, weights attributed to objectives and goals, and how Metro CBA results would be used, as one tool among many, to help inform decision-making on project development and prioritization anticipated for longer term planning efforts such as the upcoming Measure M Decennial Review. This report recommends that the Board adopt the final methodology (Attachment A).

BACKGROUND

At its February 2025 meeting, the Board approved Motion 14 (Attachment B) by Directors Dutra, Najarian, Barger, Butts and Solis, and amended by Director Horvath, that directed staff to develop a framework for a Metro Cost Benefit Analysis (CBA) that could be used as one tool among others to support investment and funding decisions for Metro's capital projects. The consistent application of a Metro CBA is intended to inform a more data-driven and transparent decision-making process that also includes economic data and evaluation criteria approved by the Board in October 2023 as part of the Measure M 5-Year Comprehensive Assessment and Equity Report.

In April 2025, as part of the Annual Program Evaluation (APE) report, staff presented an update on a general Metro CBA framework for organizing key project criteria to be evaluated. The framework distinguished criteria included in federal and state grant programs from those reflecting local and regional interests. Key to the framework was that all criteria of federal and state funding programs formed the basis of the Metro CBA, upon which local impacts (like regional economic output and

equity) would be added.

The balance of this report refers to the US Department of Transportation's (USDOT) analysis as "Benefit Cost Analysis," consistent with the federal agency's nomenclature and its updated guidance document, *Benefit Cost Analysis Guidance for Discretionary Grant Programs*, as well as the California Department of Transportation's (Caltrans) California Benefit-Cost Analysis model (Cal-B/C). These guidance tools for conducting benefit cost analysis produce results such as Net Present Value (NPV), Benefit Cost Ratios (BCR), Return on Investment (ROI), Internal Rate of Return (IRR), and Payback Period (years). This Board Report refers to the Metro analysis as the "Metro Cost Benefit Analysis (Metro CBA)," consistent with the nomenclature used in the Board motion, and built upon the USDOT and Caltrans models.

DISCUSSION

In June 2025, staff presented detailed criteria within the framework, including organizing themes (goals) and weights, objectives, and metrics to be used in evaluating capital projects against cost. These goals were based on a 2015 Performance Evaluation Framework adopted by the Board, and modified to reflect updated priorities such as safety, long term operational sustainability, economic impacts to the region necessary for sustaining continued transportation sales tax revenues, and equity.

The proposed goals and weights presented in June 2025 to evaluate projects are summarized below, with equity metrics noted within each objective. Additional information can be found in Attachment A and the June 2025 Metro Cost Benefit Methodology Board Report.

- **Mobility and Accessibility (40%)** - Easing congestion, increasing active transportation, and improving travel times, system connectivity, throughput, and reliability. Equity contributes three percentage points (3%) to the Mobility and Access theme, and represents analyses conducted on outcomes by mode, geography and EFCs, and other socio-economic data.
- **Safety and Health Benefits (15%)** - Transportation projects' benefits to health and safety are measured by reductions in exposure to risks posed by the transportation system across multiple modes, increased access to health-promoting behaviors (such as walking and bicycling), or increased access to health care for particular socio-economic groups; equity contributes one percentage point (1%) to this category.
- **Environmental Sustainability (15%)** - Policy criteria include reductions in greenhouse gas (GHG) emissions and criteria pollutants, reductions in urban heat island effects, reduced stormwater runoff impacts, and reduced biological and habitat impact. Equity in this category contributes one percentage point (1%) related to equitable environmental sustainability, accounting for disproportionate exposure and/or distribution of environmental benefits (i.e. air pollution, green space) by mode, geography and Equity Focus Communities (EFC), or other socioeconomic data.
- **Long-Term Operational Sustainability (15%)** - This goal focuses on the continuity of infrastructure delivery and sustained operations and service over the long term, including measures to evaluate the operational benefits and system productivity over time, the sufficiency of funding for operations and maintenance, improvements to system resiliency and recovery from service disruptions and/or emergencies, and the feasibility of project

implementation such as delivery in phases while maintaining high benefits relative to cost.

- **Economic Benefits to the Region (15%)** - Transportation investments are expected to result in economic benefits to the region travel time savings allow more productive activities (for workers and their employers) that generate further economic activity in the region, jobs created (from construction and operations), and more goods carried to market. In addition to identifying productivity and consumption resulting from travel time savings to all users of the transportation system, staff also will estimate the socio-economic composition of those obtaining economic benefits to help with equity assessment of the project. Equity contributes one percentage point (1%) towards Economic Benefits to the Region.

Staff heard a number of questions and comments from the Board related to the proposed methodology, particularly about how benefits would be assessed, including:

- Adequacy of weights for priority goals such as safety and economic output, relative to the other goals;
- Inclusion of other goals and objectives such as Metro's commitment to addressing homelessness and housing, and to improving the security and personal safety of our customers;
- How and when the Metro CBA would be conducted and presented on projects as they are being developed;
- How a Metro CBA will be used to support the upcoming Measure M Decennial Review, which will evaluate the past ten years of Measure M performance and update the next ten years' schedule of expenditures; and
- Potential liability in developing a Metro CBA that may be used to challenge a project's environmental assessment as required by the California Environmental Quality Act (CEQA) and/or National Environmental Protection Act (NEPA).

Staff have considered these comments and recommend that the weights listed above be adopted as a starting point for continuous development of the Metro CBA methodology. These weights and the results they produce for each category will be subject to sensitivity testing to determine how changes in the weights affect the project's total outcomes, relative to the cost (which will include capital cost, soft costs, operations and maintenance and state of good repair estimates).

While the methodology presented in June has not changed, the committee discussions reflected interest in continuing to pursue Metro's commitments to address homelessness and housing, and to improve security and personal safety for our customers. Because the Metro CBA is designed to evaluate transportation capital projects, these objectives are not directly included in the Metro CBA, but a qualitative narrative about these goals will be presented alongside the Metro CBA.

Staff reported during discussions that the Metro CBA would be used as one of a several tools for at least two purposes: (1) evaluating project performance at critical decision milestones, such as alternatives analyses, selection of a Locally Preferred Alternative, project approval, establishment of a Life of Project budget, and evaluating value engineering efforts, etc.; and (2) evaluating projects that will be considered during the upcoming Measure M Decennial Review. As a point of clarification, the Metro CBA will not be used to compare projects of different modes against each other, but will be conducted on different types of projects to provide transparent, data-driven evaluations of expected

performance relative to a project's estimated cost, which will include capital costs, operations and maintenance, and state of good repair to the extent possible depending on level of design available.

Finally, staff reported that conducting a CBA on projects does not conflict with nor increase liability with regard to our CEQA and/or NEPA analyses. CBAs are used in other agencies and across industry in addition to the environmental analysis to support decision-making.

DETERMINATION OF SAFETY IMPACT

The recommended Board action to approve and adopt the Metro CBA methodology itself will have no impact on safety standards for Metro. The approval and implementation of the Metro CBA methodology will evaluate the safety impacts of capital projects.

FINANCIAL IMPACT

Impact to Budget

At this time, there is no impact to budget should the Metro Board approve the methodology and implementation of the Metro CBA. Conducting analyses for project milestones and for the Decennial Review will require technical and professional services which are in Countywide Planning and Development's FY2026 adopted budget. The Chief Planning Officer will ensure sufficiency within the annual budget and staff will return to the Board should there be a need for additional resources.

EQUITY PLATFORM

This report provides an overview of the proposed Metro CBA methodology and proposes potential applications of the Metro CBA in project evaluations. A Metro CBA methodology would apply to multimodal transportation investments, and at various milestones of project development. The methodology presented includes equity as embedded within thematic areas of performance, receiving a six percent (6%) total weighting factor.

While traditional CBAs demonstrate aggregated net benefits, Metro's CBA process will examine equity through a quantitative analysis, spatial analysis (maps), qualitative narratives (cultural and/or historical description, etc.) or some combination. Additionally, as the technical methodology continues to be refined and as additional equity tools are developed (e.g., Access to Opportunities, Equity Toolkit, Equity Performance Measurement, etc.) the Metro CBA framework will continue to evolve and incorporate equity as an assessment factor.

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 this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the development and implementation of the Metro CBAs provides a more data-driven and transparent decision-making process to support delivery of the capital program including transit, highways, and major active transportation investments. 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

The recommendation to implement Cost Benefit Analysis in project development decisions supports the following strategic plan goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system
- Goal 3 - Enhance communities and lives through mobility and access to opportunity
- Goal 4 - Provide responsive, accountable and trustworthy governance within the Metro organization.

The implementation of a Metro CBA provides a tool for evaluating projects against strategic goals and supports Metro's capital investment decisions with transparent, trustworthy, data-based analysis.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Metro CBA methodology, direct staff to make changes to the methodology before implementation, and/or not approve its implementation at all. Not approving the Metro CBA methodology or its implementation would limit staff's ability to provide data-driven, transparent analysis of costs and benefits intended to inform the Board's milestone decisions on projects and on the upcoming programmatic Measure M Decennial Review. Directing staff to change the methodology before implementation - depending on the magnitude of change - may delay the availability of Metro CBA findings to inform these imminent project decisions.

NEXT STEPS

With Board approval of the Metro CBA methodology, staff will conduct analyses and produce project profiles to support milestone planning decisions. As part of our desire to begin evaluations of major projects and to continuously improve our process, staff will validate the models, conduct sensitivity testing, and adjust the methodology to comprehensively reflect projects' costs, benefits, and returns on investment.

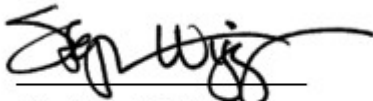
ATTACHMENTS

Attachment A - Goals, Objectives and Sample Metrics in Metro CBA

Attachment B - Motion 14: Cost-Benefit Analysis for Metro Capital Projects

Prepared by: Allison Yoh, Executive Officer, Countywide Planning and Development, (213) 922-4812
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Arnold Hackett, Senior Advisor to the CEO, (213) 922-5409

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



Stephanie Wiggins
Chief Executive Officer

Attachment A: Recommended Goals, Objectives and Metrics for Metro Cost Benefit Analysis

The framework below includes project evaluation criteria based on goals consistent with United States Department of Transportation (USDOT) and California Department of Transportation (Caltrans) guidance and models, and incorporates additional criteria aligned with Board adopted objectives and goals. These goals are operationalized into objectives and performance metrics used to evaluate projects. Weights below reflect the importance of the goals relative to each other and are subject to additional validation and sensitivity testing. Costs include capital costs, soft costs, operations and maintenance and state of good repair to the extent possible depending on level of project design available.

Goals (weight)	Objectives	Sources	Examples of Metrics
Mobility and Accessibility (40%)	Reliability, Reduction in Travel Delay, Connectivity to Regional Destinations, Access to Resources and Opportunities, Management of Congestion Growth <i>Equity (3%): Improved Access to Opportunities, Mobility Improvements for Historically Underserved Areas</i>	USDOT Guidance Caltrans Methodology Metro 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Travel Time Savings, Reduced Travel Time Variability Person Throughput Mode shift Passenger Miles Traveled Vehicle Hours Traveled Increased Access to Activity Centers
Safety/Health (15%)	Minimize Exposure to Health/Safety Risks Increase Access to Health Opportunities <i>Equity (1%): Reductions in Exposure to Health/Safety Risks for Sensitive Populations, Improved Access to Health Opportunities</i>	SB374 Vision Zero 2020 LRTP Metro Vision 2028	Reduced # of injuries, reduced # of fatalities Reduced # of conflict points Reduction in exposure to noise Improved access to facilities protected from vehicular conflict Reduced travel time to health care facilities
Environmental Sustainability (15%)	Reductions in Greenhouse Gas (GHG) Emissions, Urban Heat Island Effects, Stormwater Runoff Impacts, Biological and Habitat Impact <i>Equity (1%): Reduction in Exposure to Environmental Negative Externalities, Improved Environmental Amenities, Reduction of Impacts to Sensitive Receptors</i>	USDOT Guidance Caltrans Methodology, SB374 2020 LRTP Metro Vision 2028 2023 MM Evaluation	Reduced GHG per capita Reduced EPA air quality conformity criteria pollutants Reduced stormwater runoff and improved water quality Use of green infrastructure, reflective surfaces
Operational Sustainability (15%)	Sustainable Operations and Service Provision System resiliency Long Term Fiscal Sustainability and System Productivity	USDOT Guidance 2020 LRTP 2023 MM Evaluation	Extended life of facility and equipment Operating costs avoided Sufficiency of O&M funding Security and personal safety program availability System redundancy for emergency recovery
Economic Impact (15%)	Economic Growth, Sales Tax Growth, Industry/Commerce Activities, Goods Movement Efficiency, Workforce Access, Visitors to Region <i>Equity (1%): Equitable distribution of economic benefits to different socio-economic groups</i>	2023 MM Evaluation	Economic Output (as a result of transportation investments) Jobs Created (by sector) Land Use and Development, Property Value Increases



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Board Report

File #: 2025-0149, File Type: Motion / Motion Response

Agenda Number: 14.

REVISED
REGULAR BOARD MEETING
FEBRUARY 27, 2025

Motion by:

DIRECTORS DUTRA, NAJARIAN, BARGER, BUTTS AND SOLIS**COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS**

The U.S. Department of Transportation (USDOT) defines a cost-benefit analysis as a systematic process for identifying, quantifying, and comparing expected benefits of a potential infrastructure project. A cost-benefit analysis provides estimates of the anticipated benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project.

While a cost-benefit analysis is just one of many tools that can be used to support funding decisions for infrastructure investments, it can be a meaningful method to evaluate and compare potential transportation investments for their contribution to the economic vitality of Los Angeles County and the United States.

Internationally, agencies such as Transport for London also utilize cost-benefit analysis to assess project viability and optimize funding opportunities. Incorporating a standardized cost-benefit analysis will help ensure that the projects Metro advances are positioned competitively for future funding opportunities and policy support.

SUBJECT: COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS MOTION**RECOMMENDATION**

APPROVE Motion by Directors Dutra, Najarian, Barger, Butts and Solis to direct the CEO to incorporate develop a standardized cost-benefit analysis framework, using USDOT analysis or a comparable methodology, for all Metro capital projects to help inform ~~the agency's~~ a more data-driven and transparent decision-making process ~~for projects Metro advances~~. This cost-benefit analysis framework should also include national economic impact data and a comparison to the cost-benefit analysis methodology currently used by Metro and required by State and Federal for significant grant opportunities. An update on this analysis framework shall be presented as part of the Annual Program Evaluation brought to the Board in 2025.

HORVATH AMENDMENT: Direct the CEO to incorporate the project evaluation criteria approved by the Board in October 2023 and being applied to Metro's Short Range Transportation Plan Update, into the framework of a standardized cost-benefit analysis.

COUNTYWIDE PLANNING AND DEVELOPMENT

Metro Cost Benefit Analysis and Methodology

2025-0543

Planning and Programming Committee
Construction Committee
July 16, 2025



Metro[®]

Metro Cost Benefit Analysis (CBA) Methodology

Recommendation:

ADOPT the recommended Metro Cost Benefit Analysis Methodology

Weighted Goals and Objectives, Project Costs

(Subject to additional validation and sensitivity analysis)

Mobility and Accessibility (40%)

- Primary benefit area focusing on travel time savings across different user groups and transportation modes
- Reliability, congestion reduction, and connectivity to jobs, housing, and opportunities

Safety and Health Benefits (15%)

- Reductions in transportation system risks across multiple modes
- Improved access to safe active transportation infrastructure and health care facilities

Environmental Sustainability (15%)

- Greenhouse gas emissions reductions, criteria pollutants, urban heat island effects, and biological impacts
- Aligns with SB 375 targets and Metro's climate goals

Long-Term Operational Sustainability (15%)

- New category addressing fiscal decisions ensuring continuity in infrastructure and service delivery
- Operational benefits, system productivity, funding sufficiency for operations and maintenance

Economic Benefits to the Region (15%)

- Regional economic output despite federal funding exclusions
- Job creation analysis, productivity improvements, and sales tax revenue potential

Costs to include (based on level of project design)

- Capital costs
- Operations and maintenance
- State of good repair

June 2025 Staff Presentation and Committee Discussions

- ❑ Adequacy of weights for priority goals (i.e., economic output, safety)
 - *Weighted goals are subject to validation and sensitivity testing to determine how weights affect projects' total performance*
- ❑ Inclusion of other goals, such as addressing homelessness and housing, and improving security and personal safety of our customers
 - *Quantitative measures of project contributions to these goals is infeasible, but qualitative information will be presented as part of the Project Profile*
- ❑ When should CBA be conducted
 - *Strategic milestone decisions in project development considering benefits relative to cost (e.g, alternatives analysis, selection of Locally Preferred Alternative, project approval, etc.)*
- ❑ How CBAs will be used to support the Decennial Review process
 - *Evaluations presented will provide information about projects' benefits related to their costs, and are not to be used in comparing projects against each other*
- ❑ Potential liability in developing a Metro CBA that may be used to challenge a CEQA/NEPA environmental assessment
 - *CBAs are used in other agencies and across the industry in addition to environmental analyses*

Strengths and Limitations of Cost Benefit Analysis

- ✓ Provides an analysis of benefits relative to costs over time
 - Net Present Value (NPV), Return on Investment (ROI), Benefit Cost Ratio (BCR), Payback Period, Internal Rate of Return (IRR)
- ? Not all benefits or costs are quantifiable or easily monetized
- ✓ Project Profiles to include both quantitative and qualitative assessments relative to cost
- ? Unsuitable for comparing projects of different modes, sizes, types
- ✓ Effective for evaluating value of a project across its project development cycle
- ? Analysis can be data intensive and complex
- ✓ Will start with existing state and federal guidance, and build upon existing work

Next Steps

- Apply Metro CBA to projects as they reach critical milestones
- Conduct sensitivity testing and validate the analyses
- Continue to refine the CBA methodology as a continuously evolving tool



Board Report

File #: 2025-0369, **File Type:** Informational Report

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 16, 2025

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 major projects status report is prepared by Countywide Planning and Development, with support from Program Management, Operations and Shared Mobility to provide highlights of capital projects in 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. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. 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.

DISCUSSION

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 method. 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.

As requested by Director Horvath, updates on the Pacific Coast Highway projects in the City of Malibu as well as an update from the California Department of Transportation (Caltrans) on the

Pacific Coast Highway Master Plan remain in this quarter's report.

EQUITY PLATFORM

This report includes updates for multiple projects as well as assessments of equity. The last quarterly update 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 except for the following projects that have been added to the Project Status Report in Attachment A.

I-405 Sepulveda Pass (Phase 1) ExpressLanes Project (I-405 Express Lanes)

The I-405 Express Lanes Project is currently in the environmental phase and includes evaluating four alternatives (no build and three build alternatives) to determine the feasibility of converting existing High-Occupancy Vehicle (HOV) lanes or carpool lanes into dynamically priced, High-Occupancy Toll (HOT) lanes, called ExpressLanes, in both directions along I-405 between I-10 and US 101. Eighteen percent (18%) of the I-405 ExpressLanes' three-mile buffer project area is in 13 Equity Focus Communities (EFCs). The remaining project area (82%) comprises non-EFCs. EFCs along the I-405 ExpressLanes Project corridor are prioritized for engagement to ensure inclusive, meaningful public participation through digital communications, participation in community events, outreach through Community Based Organizations (CBOs), and an upcoming equity assessment that will identify projects that could be funded with net toll revenue grants consistent with other ExpressLanes efforts.

Link Union Station Project (Link US)

The increased rail service from this project will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at Los Angeles Union Station (LAUS). The Link US Project will also result in reduced train and idling times saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers. Lastly, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community, the Link US Project includes the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1. The

CM/GC met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

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 last quarterly update and there are no changes or updates to the VMT outcomes this quarter except for the following projects that have been added to the Project Status Report in Attachment A and summarized in the VMT outcomes table shown below.

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
COMPLETE STREETS AND HIGHWAYS											
I-405 Sepulveda Pass (Phase 1) ExpressLanes Project	I-405 ExpressLanes Project is in the environmental phase and is studying express lanes alternatives on I-405 between US-101 and I-10 including a conversion of the high-occupancy vehicle (HOV) lane into a single express lane, dual ExpressLanes, and dual HOV lanes. This project is also studying multimodal options such as enhanced local and express bus service.	NA		X			X				X
Link Union Station Project	Link Union Station Project consists of transforming LAUS from a stub end tracks station into a run-through tracks station by extending a viaduct over the US-101 viaduct and continuing south to connect to mainline tracks along the west bank of the Los Angeles River. This project also includes off-site railroad improvements to BNSF Railway's Malabar Yard in the City of Vernon.		X	X			X				X

ACRONYMS/ABBREVIATIONS: VMT: Vehicle Miles Traveled; CEQA: California Environmental Quality Act; NEPA: National Environmental Policy Act; LPA: Locally Preferred Alternative; ↑ Increase in VMT; ↓ Decrease in VMT; Y: Yes; N: No; NA: Not Applicable, BNSF: Burlington Northern Santa Fe

For I-405 ExpressLanes Project, multimodal alternatives will be studied. The Locally Preferred Alternative (LPA) will be selected after considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.

For the Link US Project, preliminary analysis shows that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

*Based on population estimates from the US 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 October 2025.

ATTACHMENT

Attachment A - Project Status Report

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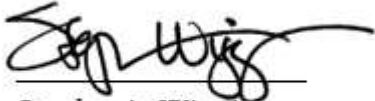
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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

July 16, 2025

Presented By

Allison Yoh

Executive Officer
Mobility Corridors

Michelle E. Smith

Executive Officer
Complete Streets and Highways

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

Draft EIR

Final EIR (CEQA)
EA (NEPA)

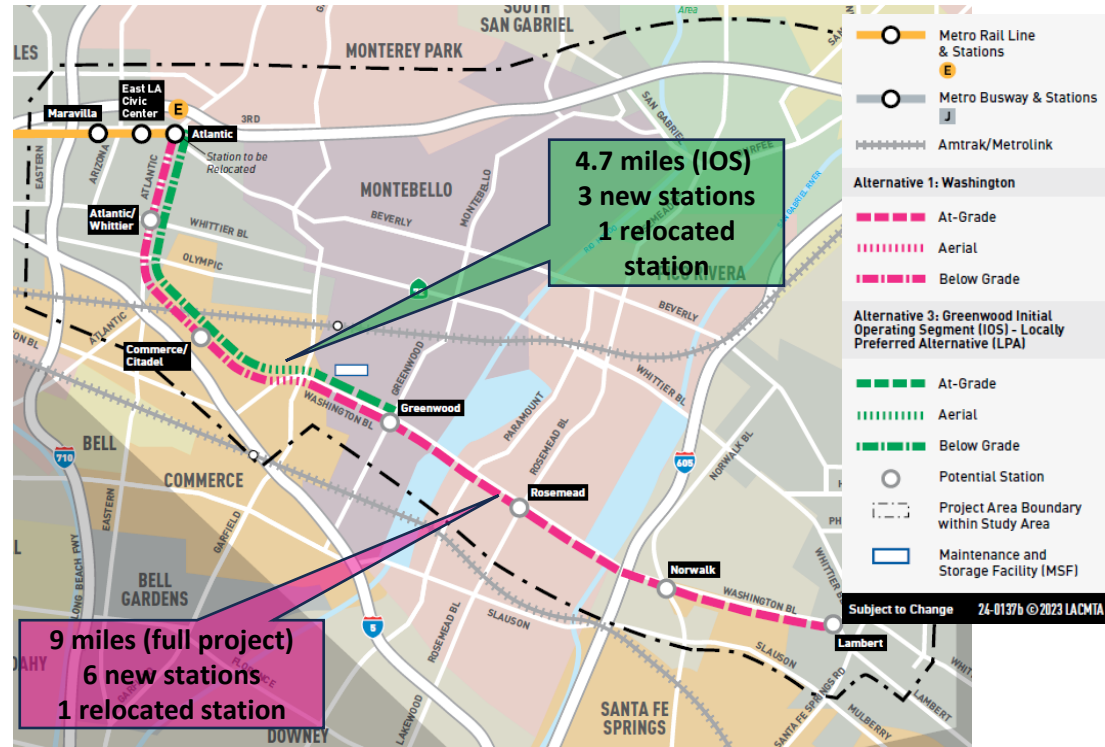
Preconstruction

Construction

Open

Recent Activities

- May: Entered the National Environmental Policy Act (NEPA) process as an Environmental Assessment (EA). Coordinating with FTA, state and federal agencies, and tribal and cultural resources on draft NEPA document.
- Cooperative Agreements executed with Montebello, Commerce, Pico Rivera, Whittier. Ongoing coordination with LA County and Santa Fe Springs.
- Preparation of funding agreement with Gateway Cities Council of Governments (GCCOG) to form City Managers Technical Advisory Committee



Next Actions

- Continue drafting NEPA EA
- Continue preliminary engineering design efforts
- Geotechnical investigations to begin Summer 2025

C (Green) Line Extension to Torrance

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

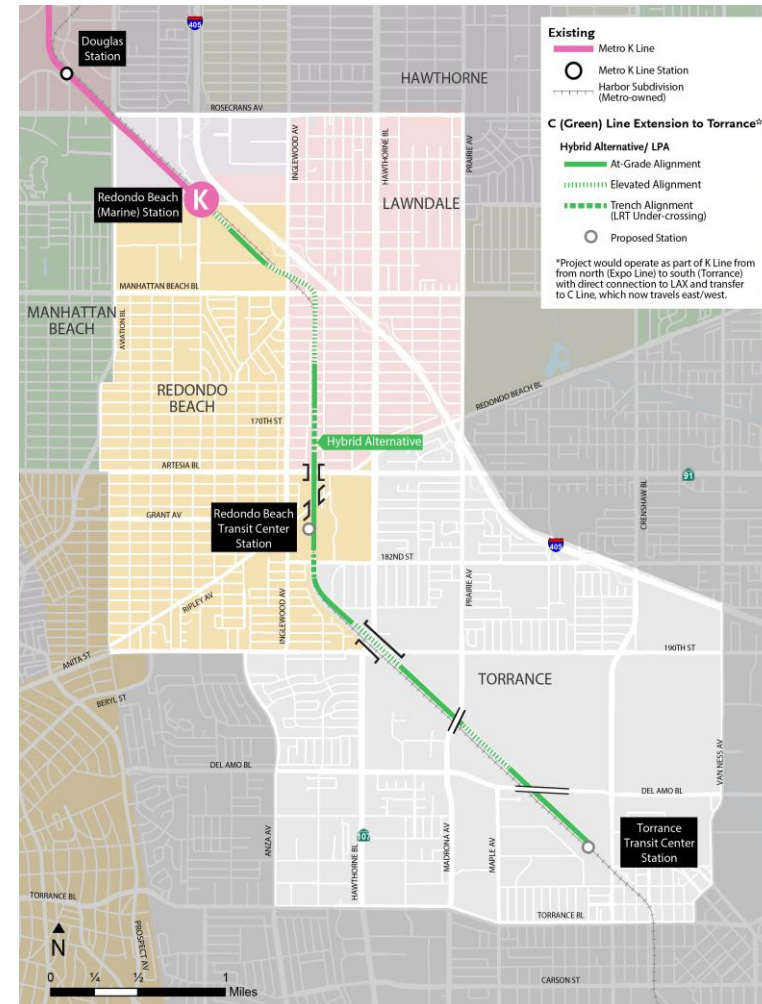
Open

Recent Activities

- Continue to prepare Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including additional studies on ROW and Hawthorne and responses to comments
- April: Completed field work
- June: Opened LAX/Metro Transit Center: now connects Redondo Beach directly to LAX via K Line
- Onboarded CBOs to share project info and raise awareness of Final EIR and future Board action

Next Actions

- Prepare Cost Benefit Analysis
- Summer 2025: Release Final EIR with responses to public comments for public review
- Fall 2025: Anticipated recommendation to Metro Board for project next steps



Sepulveda Transit Corridor

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- May/June: Completed community meetings in advance of Draft EIR release
 - Canoga Park, Culver City, Westwood, Sherman Oaks, Virtual
- June 2: Released Draft EIR for public review
- June/July: Information sessions on Draft EIR and acceptance of written comments
 - Jun 23 (virtual), Jun 24 (Westwood), July 12 (Canoga Park)

Next Actions

- Continue Information Sessions
 - July 16 (Culver City), July 21 (Sherman Oaks)
- Hold public hearings on Draft EIR
 - Aug 6 (virtual), Aug 9 (Westwood), Aug 12 (Culver City), Aug 18 (Sherman Oaks)
- Close comment period (90 days): Aug 30



Link Union Station

Preliminary Studies

Draft EIR

Final EIR



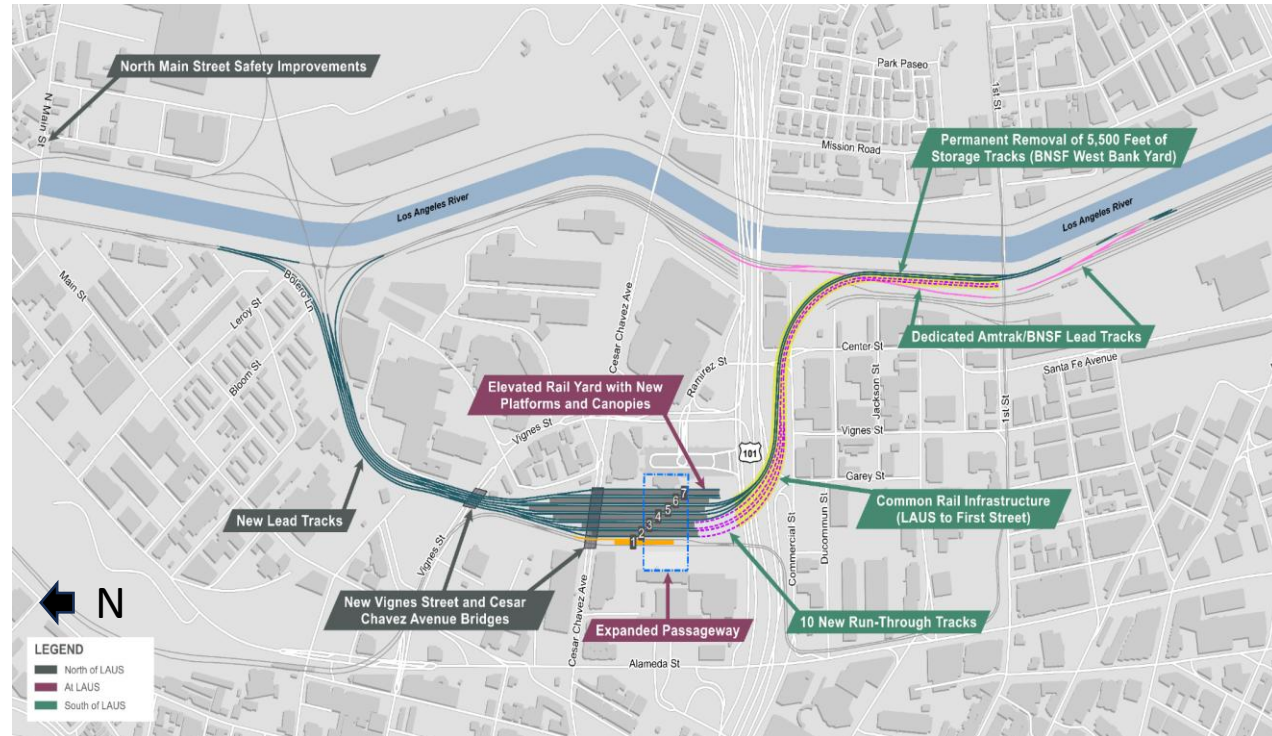
Preconstruction

Construction

Open

Recent Activities

- Completed Advanced Preliminary Engineering for the project in February 2025.
- Issued a Notice to Proceed (NTP) on July 1st to a CM/GC Contractor for Phase 1 Preconstruction Services.
- Metro met with the City of Vernon and County Supervisor staff in June to allay concerns over the shifting of goods movement from Malabar Yard to Los Angeles Junction.



Next Actions

- The Metro Board certification of the Supplemental EIR is planned for September 25, 2025. The High-Speed Rail Board certification of the Final EIS is planned for September 25, 2025.

Vermont Transit Corridor

Preliminary Studies

CEQA
Exemption



NEPA

Preconstruction

Construction

Open

Recent Activities

- Submitted draft letter to State Historic Preservation Office (SHPO) for Federal Transit Administration (FTA) review
- Preparing technical memos in accordance with National Environmental Protection Act (NEPA) requirements, for Categorical Exclusion class of action

Next Actions

- Continue joint Planning and Program Management activities to complete 30% design review with City and County of LA
- Continue coordination with City and County of Los Angeles on project advancement



Rail to River Active Transportation Corridor

Segment B



Preliminary Studies

CEQA Exemption

Preconstruction

Construction

Open

Recent Activities

- Supported walking tours of Segments A and B, organized by SD-4 including Board offices, corridor cities
- Board approval of project; direction to coordinate with project sponsors for connectivity and safety designs

Next Actions

- Continue design coordination with the Randolph Corridor Active Transportation Project
- Work with local jurisdictions to develop or amend necessary funding agreements
- Provide status update to Board in September 2025 on coordination with cities and Southeast Gateway Line project



Los Angeles River Path

Preliminary Studies

Draft EIR



Final EIR

Preconstruction

Construction

Open

Recent Activities

- Preparation of Draft Environmental Impact Report (EIR) for release in Summer 2025
- Planning for virtual meetings in advance of Draft EIR release
- Stakeholder briefings on release of Draft EIR
- Continued coordination with County Department of Public Works



Next Actions

- Virtual public update meetings in advance of DEIR release of Draft
- DEIR anticipated release by late Summer/early Fall

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

Preliminary Studies

Draft EIR

Final EIR

Preconstruction

Construction

Open

Recent Activities

- May/June: Shared project study results with CBOs, COG,
- Community Leadership Council, CD#7 and City of San Fernando
- Conducted two in-person and also one virtual meeting
- Total attendance of over 800 community members



Next Actions

- Continue engagement study findings & parking
- Provide recommendation to Board on next steps in late Summer/Early Fall

K Line Northern Extension

Preliminary Studies

Draft EIR

LPA Selection

Recent Activities

- Completed studies: additional alignments in Mid-City, tunnel safety, property value
- May/June: Continued awareness through pop-up events; coffee klatch with Mid-City stakeholders re: engagement strategies
- Planning for community meetings, elected official briefings on study results

Next Actions

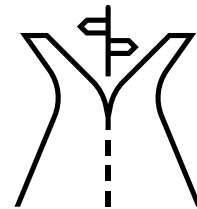
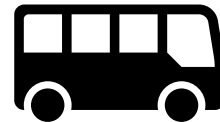
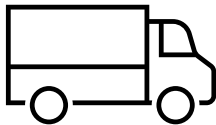
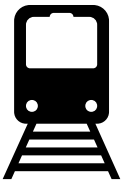
- Hold community meetings in summer to gather input
- Prepare staff recommendation to Metro Board on Locally Preferred Alternative (LPA), options to study, phasing, and/or next steps



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 Michelle E. Smith
Executive Officer, Complete Streets & Highways
Multimodal Integrated Planning

Complete Streets & Highways (CS&H) Overview

CS&H supports the Multimodal Integrated Planning unit to weave traditional stand-alone transportation modes into multimodal comprehensive and sustainable transportation systems throughout Los Angeles County.

CS&H staff collaborate with project stakeholders (subregions, state and local agencies), community groups, and Community Based Organizations from project inception (planning) through environmental, design, and construction phases.

CS&H Projects are intended to provide safe multimodal options for those who choose to walk, roll, bike, ride transit, or drive.

Glossary of Terms

ADA: Americans with Disabilities Act
CBO: Community Based Organizations
CEQA: California Environmental Quality Act
COG: Council of Governments
CTC: California Transportation Commission
DEIR: Draft Environmental Impact Report

DEIS: Draft Environmental Impact Statement
HOV: High Occupancy Vehicle
NEPA: National Environmental Policy Act
PA/ED: Project Approval/Environmental Documentation
TSM: Transportation System Management
TDM: Transportation Demand Management

I-605 Corridor Improvement Project (I-605 CIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Reinitiated environmental scope of work for DEIR/DEIS in development.
- Convene ongoing meetings with I-605 corridor cities to develop multimodal complete street framework for corridor.
- Seek Board approval for contract modification in September 2025 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 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: 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. Additional engagement expected in Winter 2025.
- Next Major Milestone: Circulation of Draft Environmental document anticipated Summer 2026.

Purpose and Need

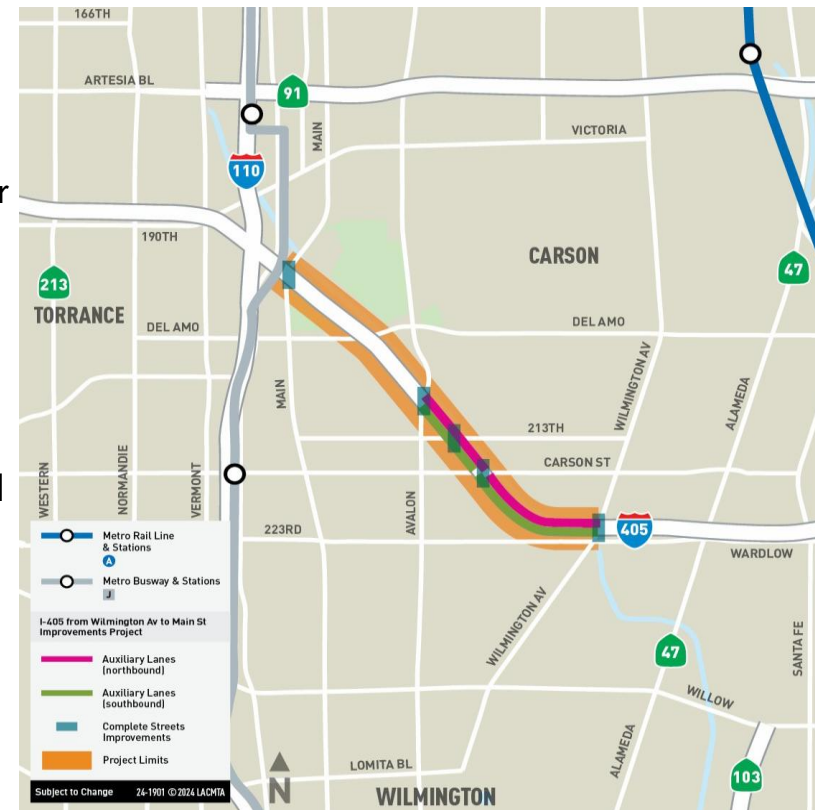
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- 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: CEQA/NEPA Lead.

SR-14 North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Pearblossom Hwy)

Status/Schedule

- Current Phase: PA/ED- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Scoping completed last year. Additional engagement in Fall 2026.
- Next Major Milestone: Circulation of Draft Environmental Document expected in late 2026.

Purpose and Need

- Address safety:
 - 475 collisions from 2020 to 2022 on NB #1 (172) and SB #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.
- 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: CEQA/NEPA lead.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley COG is leading construction of this project.
- Current Phase: Final design to be completed/approved by June 2025.
- 2nd Time Extension Allocation Request slated for June 2025 CTC meeting to complete all right of way & execute all 3rd Party Agreements.
- Community Engagement: COG to convene pre-construction meetings.

Purpose and Need

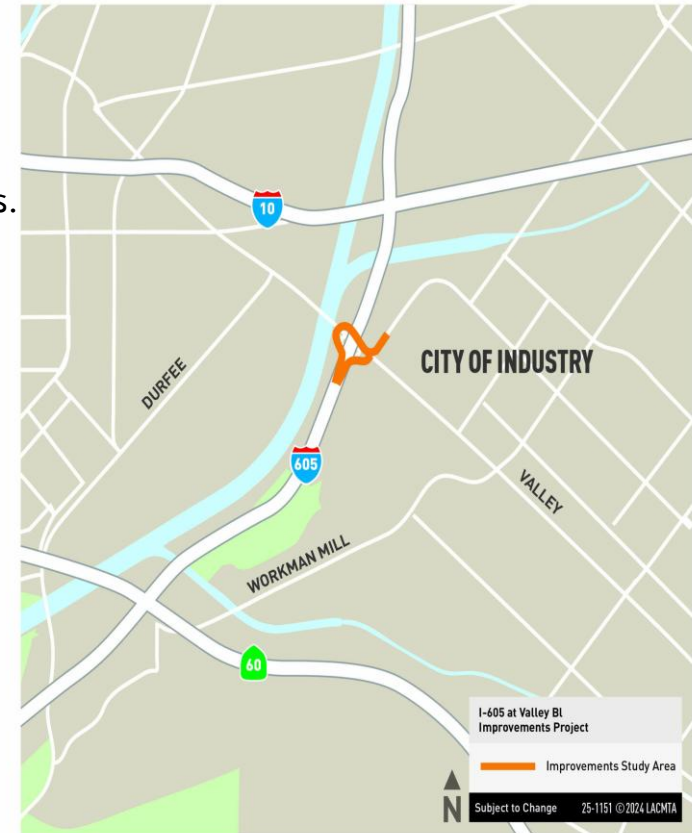
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

- Reconfigure ramps, upgrade & coordinate traffic/railroad signals.
- Upgrade ADA infrastructure (curb ramps, sidewalks, and pedestrian pathways) and rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorted 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.



Challenges

- Secure 2nd Time Extension from CTC.

Metro, Caltrans & COG Roles

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

SR-91 Improvements (Central to Acacia)

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Design.
- Next Major Milestone: Construction on hold until future Measure M funds are prioritized and available by the Gateway Cities COG.

Purpose and Need

- Reduce number of ingress/egress points along the freeway mainline.
- Address existing safety and weaving conflicts caused by short weaving distances
 - 615 collisions occurred within the project limits between April 2016 and March 2019.

Multimodal Scope

- Build collector-distributor road along SR-91 from Central and Wilmington Avenues to the Acacia Court interchange.
- Class II buffered bicycle lane along Artesia Boulevard (Central and Acacia), and on Albertoni Street (between Lysander Drive and Central Avenue).
- Complete Street improvements and transit enhancement on Acacia St.



Challenges

- Future opposition from billboard companies opposed to acquisition.
- Potential funding shortfall.

Project Benefits

- Enhanced pedestrian safety and access.
- Improve overall safety and mobility.
- Proposed Artesia Station Joint Development

Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)

I-405 South Bay Curve Improvements

Status/Schedule

- Final (95%) design plan review underway.
- The Subregion has paused the project. South Bay Cities COG Board approved not becoming the responsible fiscal agency and de-obligated remaining funds from the Project.

Purpose and Need

- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations and by providing auxiliary lane improvements between freeway on/off ramps within Caltrans ROW.
 - 1,141 collisions occurred within the project limits between January 2016 and December 2018.

Multimodal Scope

- Complete final design and ROW certification of the auxiliary lanes and a lane extension along southbound I-405 between the I-105 connector and the off-ramp to eastbound Rosecrans Avenue within project limits.
- New high visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- New transit stops.

Project Benefits

- Provide multimodal options.
- Enhance pedestrian and cyclist safety and access.
- Improve overall safety and mobility.



Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Close out Design Consultant contract and reprogram any remaining funds back to the Measure R Highway Program.

City of Malibu Projects on Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Proposed improvements include safety and efficiency improvements to improve traffic circulation, reduce collisions, provide safer access for pedestrians.
- The Project is in the environmental phase and is expected to be completed in Spring 2027.

Malibu PCH Trancas Canyon Road Intersection Improvements

- Proposed improvements include a new right turn lane along westbound PCH and traffic signal updates.
- The Project is in the design phase and expected to be completed in Summer 2025.
- City cannot start project until Caltrans completes the Trancas Bridge replacement project.

Malibu PCH Signal Synchronization Project

- Executed an amendment in October 2024 to add Measure R funds, a new amendment is in progress to add Measure M funds, Metro issued a Letter of No Prejudice to the city for Measure M.
- Proposed improvements extend from John Tyler Drive to Topanga Canyon Road.
- Construction is underway and expected to be completed in December 2025.



Caltrans Safety Improvements on Pacific Coast Highway

Pacific Coast Highway (PCH) Master Plan

The PCH Master Plan Feasibility Study Overview

- Website: <https://engage.dot.ca.gov/07-pchmpfeasibilitystudy>
- Purpose: The purpose of this Study is to identify potential transportation improvements to improve safety and connectivity for all PCH users, which will also support and maintain Malibu's beachside character. As part of the analysis, the roadway's existing conditions, stakeholder and community outreach, feasibility, and estimated construction costs of the proposed recommendations were evaluated.

Public Engagement and Stakeholder Coordination

- Three rounds of public workshops have been conducted.
 - **Round One** (July 2024) - three public workshops (in-person and virtual) to identify the community's safety priorities.
 - **Round Two** (August - September 2024) - three public workshops (in-person and virtual) focused on presenting and soliciting feedback on design alternatives and other recommendations to improve safety on PCH.
 - **Round Three** (April/May 2025) - three public workshops (in-person and virtual) to present the Draft Report for a 60-day public review and comment period.

PCH Master Plan (Continued)

- Stakeholder Coordination
 - Over a dozen stakeholder meetings were conducted throughout Study development to inform stakeholders of the Study's goals and objectives, identify critical priorities and address potential concerns.
 - Stakeholders included representatives from local government, emergency services, environmental groups, local businesses, and community organizations.
- Over 1,300 respondents completed the survey and provided over 1,300 additional comments during Round One and Two of public engagement

Recommendations

- The Study's recommendations include roundabouts, sidewalk gap closures, bicycle facilities, traffic calming devices, crosswalks, angled parking, community gateways, etc.
 - Short-term (1-10 years), Medium-term (10-20 years), and Long-term (20+ years) project tiers.

Draft Report Review

- An addendum to the PCH Master Plan is needed to align with Comprehensive Multimodal Corridor Plan (CMCP) Guidelines. The addendum will be a CMCP Evaluation Matrix, which will provide a high-level evaluation of the Plan's transportation recommendations/strategies along the corridor, allowing for state and federal funding eligibility. Caltrans District 7 will incorporate the Matrix and issued the addendum on May 21st. Caltrans District 7 will be extending the public review period by 7 days –from June 9th to June 16th.

Delivery Schedule: Final Report delivery is scheduled for Summer 2025.