



Metro

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

Agenda - Final

Wednesday, May 20, 2026

11:00 AM

Watch online: <https://boardagendas.metro.net>
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

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

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process), labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to boardclerk@metro.net.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

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

The Meeting begins at 11:00 AM Pacific Time on May 20, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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.

Instrucciones para comentarios publicos en vivo:

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 20 de Mayo de 2026. Puedes unirte a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 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

7. **SUBJECT: HIGH DESERT CORRIDOR FY27 WORK PROGRAM** [2026-0104](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

Attachments: [Attachment A - HDC Corridor Map](#)
[Attachment B - HDC JPA FY27 Work Program Budget Detail](#)

8. **SUBJECT: STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP** [2026-0253](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$5,750,000 in Measure M funds to support design activities for SR-71 North; and
- B. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North design activities.

Attachments: [Attachment A - SR71 Gap Closure Map](#)
[Attachment B - SR-71 Gap Closure Project Funding and Expenditure Plan](#)

9. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
UPDATE - SAN GABRIEL VALLEY SUBREGION**

[2026-0277](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating a net of \$60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;
2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), as shown in Attachment B; and

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

Attachments: [Attachment A - Active Transportation Program Project List](#)
[Attachment B - First Last Mile and Complete Streets Program Project List](#)
[Attachment C - Bus System Improvement Program Project List](#)
[Attachment D - Highway Efficiency Program Project List](#)
[Attachment E - Highway Demand Based Program Project List](#)
[Presentation](#)

NON-CONSENT

10. **SUBJECT: SEPULVEDA TRANSIT CORRIDOR**

[2026-0250](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of \$7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from \$64,817,445 to \$72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;

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 #: 2026-0104, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE MAY 20, 2026

SUBJECT: HIGH DESERT CORRIDOR FY27 WORK PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING \$9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

Metro is a member agency of the HDC JPA and annually programs Measure M funds dedicated to the HDMC to support the HDC JPA's efforts to advance the HDMC High Speed Rail project (Project) through the Federal Railroad Administration (FRA) Corridor Identification and Development Program. The HDC JPA has requested Metro program Measure M funding for the FY27 HDC JPA work program to support the Project's planning, environmental, and advanced conceptual services for the Project's advancement through the FRA planning process.

BACKGROUND

The HDMC Project features the implementation of a new 54-mile east-west High-Speed Rail (HSR) alignment between the future Palmdale Multimodal HSR Station in Los Angeles County and the Brightline West (BLW) Station in Victor Valley in San Bernardino County. The HDMC is funded through Measures R and M, with each listing the Project in their respective expenditure plans. Metro programs funds for the Project annually to advance its progress through a rigorous FRA process known as the Corridor Identification and Development Program (CIDP).

The Project will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines - California High Speed Rail Authority (CAHSR) and BLW (Attachment A). CAHSR is a State-initiated program that is mandated to deliver HSR service between San Francisco and Los Angeles. BLW is a privately

funded HSR service that will connect Las Vegas with Victor Valley and Rancho Cucamonga. Once completed, the Project will enable passengers to travel between Palmdale and Victor Valley in less than 30 minutes and provide a key rail link to encourage one-seat rides between Los Angeles County and Las Vegas and San Francisco.

The Project supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities. The Project is estimated to deliver 9 million boardings per year.

Environmental Review

Measure R provided \$33 million for the environmental clearance of the HDMC, which at the time included a four-lane freeway/tollway and HSR service between Palmdale and Victorville. The \$33 million in Measure R funds has been fully expended. In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. In December 2020, Caltrans subsequently informed the Federal Highway Administration that the "no build" option was selected for the freeway/tollway element of the HDMC. The removal of the four-lane freeway/tollway would necessitate updates to the environmental document.

In April 2021, the HDC JPA requested that the Project move forward with the FRA as the lead agency for the National Environmental Policy Act (NEPA) review. To streamline the environmental review process, the HDC JPA opened dialogue in October 2024 with the CAHSR to utilize its NEPA delegation to have the CAHSR serve as the lead agency for environmental review of the Project. In September 2025, the CAHSR became the lead agency. The NEPA environmental review is being finalized during 2026, with a Record Of Decision (ROD) anticipated in late 2026/early 2027.

Metro Support for Project Advancement through the FRA CIDP

The FRA prioritizes future passenger rail corridors for investment through its CIDP, which lays out a three-step process for potential corridors to undergo project planning and development to become ready for implementation. The Metro Board has consistently provided vital support for the Project over the past six years to develop the project and secure FRA support to enter and advance through the CIDP's three steps:

Step 1: Scoping

Step 2: Preparation of the Service Development Plan (SDP)

Step 3: Preparation for implementation

At its January 2023 meeting, the Metro Board committed \$8.5 million in Measure M Project funds to serve as 50% local match for two grant applications that resulted in the following awards: \$8 million from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Corridor Program (TIRCP) for advanced engineering (April 2023) and \$500,000 from the FRA for CIDP planning work (December 2023).

The \$1 million in combined funding from the Board and FRA for CIDP planning work allowed the HDC JPA to complete Step 1 of the CIDP in November 2025 and enter Step 2 (Preparation of the SDP). The SDP is a planning-level document that provides FRA, Metro, and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of

implementation, and the next steps to advance the Project. Metro initiated the SDP for the HDMC on behalf of the HDC JPA in 2020, prior to the creation of the CIDP, and submitted it to FRA in January 2023; following new guidance released by FRA for the CIDP process in 2024, the HDC JPA obligated \$100,000 of the FRA CIDP grant to align the draft SDP with new FRA requirements.

DISCUSSION

On April 9, 2026, the HDC JPA Board approved the proposed FY27 budget and work program for \$10,838,470, subject to Metro Board approval. It should be noted that since the HDC JPA anticipates having \$1,500,000 in carryover reserve funds at the end of the FY26 work program, the request for new Measure M funds will be reduced to \$9,338,470. Key activities for the FY27 work program include:

1. Completing the NEPA process - HDC JPA will work with the CAHSR (the lead agency) to finalize and submit the environmental document to FRA, with NEPA approval/ROD anticipated to occur in late 2026/early 2027.
2. Leveraging Measure M Funds and Continued grant pursuits - in February 2026, the HDC JPA submitted a \$34 million Federal-State Partnership (FSP) grant application for advanced conceptual design to integrate the Project with CAHSR and BLW. Also in February 2026, the HDC JPA submitted a \$50 million US Department of Transportation BUILD grant application. The HDC JPA will await the grant announcements and will continue to pursue grant opportunities during FY27.
3. Update the SDP - HDC will provide technical analysis and support for Metro to submit the final SDP Gap Analysis to the FRA for final approval in FY27.
4. Consultant Services - HDC will provide program management, engineering, ROW, and financial advisory services as the HDC JPA mobilizes towards 30% design, plus management of the JPA. See Attachment B for the HDC JPA FY27 work program budget detail.

The HDC JPA strategy is to be fiscally responsible and control costs during the planning phases of the Project. As an example, HDC JPA expenditures during the last three fiscal years have been below the adopted budget. Going forward, the HDC JPA has committed that once the NEPA and ROD are achieved, the HDC JPA will evaluate project delivery methods in collaboration with Metro before entering preliminary engineering.

DETERMINATION OF SAFETY IMPACT

The Project's advancement will be done per all applicable FRA, California Public Utilities Commission, CAHSR, BLW, and Metrolink design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes \$170 million for the Project for ROW acquisition or other appropriately repurposed project uses, as approved by the Metro Board. \$27.2 million of this amount has already been repurposed and programmed in various Metro Board actions to advance the FY27 HDC JPA work program. Currently, there is approximately \$142.8 million available, which is eligible to

be used by the HDC JPA to fund the FY27 work program, complete the Final SDP, and other project development activities.

Recommendation A will repurpose and program \$9,338,470 in funds from the ROW acquisition to implement the FY27 HDC JPA work program, leaving a balance of \$133.5 million in remaining Measure M funds for future HDC JPA ROW activities.

Measure M Funding Plan for HSR Project ROW Acquisition	\$ 170.0M
- Prior Metro Board Actions (See Attachment C)	(\$ 27.2M)
Subtotal:	\$ 142.8M
- FY27 Work Program/Recommendation A (Metro Board 5/26)	(\$ 9.3M)
Projected Measure M Balance for HDC	\$ 133.5M

Impact to Budget

\$9,338,470 has been included in the FY27 Proposed Metro Budget for the HDC JPA FY27 work program under project number 475499.

It will be the responsibility of the Chief Planning Officer to program funds for the HDC JPA for this multi-year program in the future. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year, subject to Measure M requirements.

The funding source for this project is Measure M 17% Highway, which is not eligible for Metro bus & rail operations and capital projects.

FY21-25 Audit

A financial audit of HDC JPA Metro-funded expenditures for FY21-25 was recently completed. No instances of noncompliance with Government Auditing Standards were identified. Furthermore, no material weakness in internal controls was identified.

EQUITY PLATFORM

The Project will improve mobility for residents in North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to access jobs, healthcare, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas. As part of the environmental review process, the HDC JPA has engaged in frequent dialogue with key governmental stakeholders, plus consultation with local native tribal governance councils. As the Project advances, there will be extensive outreach to the local communities.

The entire Project service area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within disadvantaged and low-income communities, as defined by SB 535. The Project also serves Metro-defined Equity Focus Communities (EFC) in the

Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, between 61% and 77% of residents within the Project area are predominantly from Black, Indigenous, and other People of Color (BIPOC) populations, with the highest percentage of BIPOC populations in the City of Palmdale. Many of the BIPOC populations include people with limited English proficiency.

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, the Project is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by shifting roadway users to the High Desert Corridor high-speed rail service and other regional rail corridors. The reduction in VMT will also improve transportation safety in the High Desert region by reducing travel on State Route 138, a two-lane, rural state highway that experiences higher-than-average traffic volumes/collision rates. Other benefits include greenhouse gas emissions, and vehicle noise for those living near highways. CEQA analysis was completed and approved prior to Metro's Board-adopted VMT reduction targets.

*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

Recommendation A supports the Metro Vision 2028 Strategic Plan goals 1, 4, and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2: Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations. This is not advised since completion of the Final SDP will enable the Project to participate in the CIDP. Additionally, the HDC JPA has received \$17 million in grants and Metro Board-approved funding to advance the Measure R and M Project, indicating strong support from State and Federal partners for the Project's merit and value to the Southern California rail network.

NEXT STEPS

Subject to the Board's approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY27 work program. Metro will continue coordination meetings with the FRA and the HDC JPA to complete the Final SDP in 2027. The HDC JPA will await the results of the FSP and BUILD grant applications, likely to be announced in Fall 2026. The ROD, with the CAHSR as the lead agency, is likely to occur in late 2026/early 2027. Staff will return to the Board annually and provide periodic updates as needed.

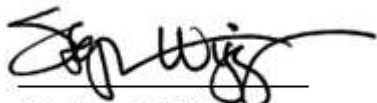
ATTACHMENTS

Attachment A - HDC Corridor Map

Attachment B - HDC JPA FY27 Work Program Budget Detail

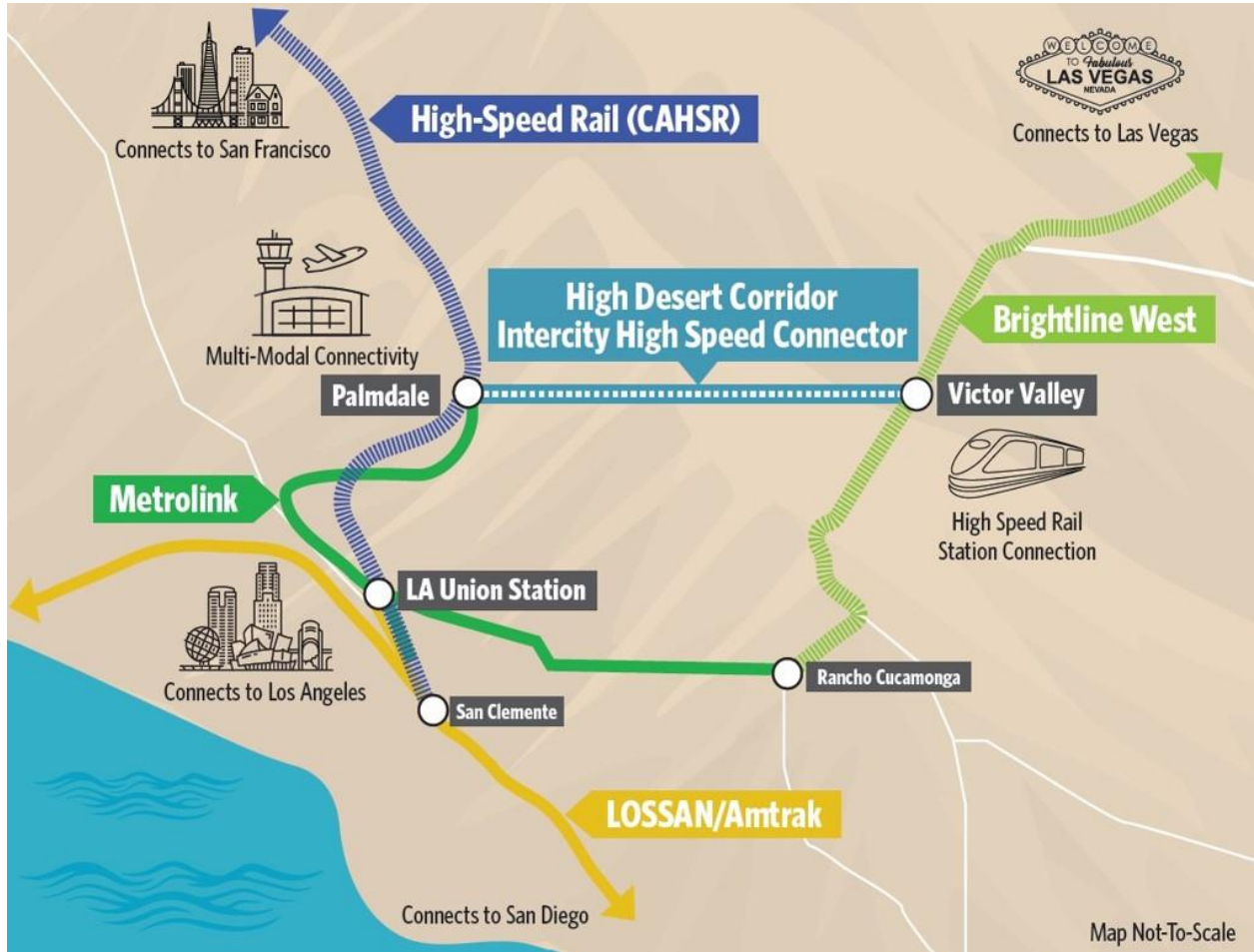
Prepared by: Jay Fuhrman, Senior Manager, Passenger Rail Planning, (213) 547-4381
Michael Cano, Executive Officer, Multimodal Systems & Corridors Planning,
(213) 418-3010
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213)
547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A



Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
1	<p>California High Speed Rail Authority (CHSRA) staff support for 1) NEPA Reevaluation Work and 2) Right of Way Acquisition Planning: Provide funding for California High Speed Rail Authority (CHSRA) staff support to conduct:</p> <p>1) NEPA Reevaluation work that will be delegated by the Federal Railroad Administration (FRA) to the CHSRA to support HDC JPA's environmental clearance that is needed to obtain a Record of Decision. Budgeted amount for FY27 is based on workplan that CHSRA provided, which is budgeted for fiscal year 2027. (\$1,050,000)</p> <p>2) Right of Way Acquisition Planning activities to support the environmental clearance work and engineering design services work that is required for determining the land area that will be required for the project. To do this effectively it will be required for the HDC JPA to adopt policies and develop a milestone schedule when the diferent phases of the acquisition process will take place. (\$140,000)</p>	\$1,190,000	\$1,940,000
2	<p>Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD): Tasks for FY27:</p> <p>1) Complete the NEPA Re-evaluation/Re-validation and Record of Decision (ROD) with Final Review by the FRA NEPA designation entity CHSRA. -Address Section 106 and NEPA Re-evaluation comments, provide revised version for CHSRA final review. Prepare final version of NEPA Re-evaluation and prepare a ROD for CHSRA final approval. - Conclude Section 7 consultation and provide necessary documentation as requested by US Fish & Wildlife Service (USFWS) and CHSRA</p> <p>2) Conclude Surface Transportation Board (STB) Petition Approval process. 3) Provide right of way planning and consulting services 4) Initiate Government Property Owner Inter-Agency Agreements</p> <p>Contractors: Transportation Solutions: \$148,495 Epic Land Solutions, Inc.: \$182,475 Circlepoint: \$945,000 Venable LLP: \$250,000 Jacobs: \$100,000 Arrellano Associates \$150,000</p>	\$1,775,970	\$2,585,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
3	<p>Service Development Plan (SDP) Update: Metro will continue as lead on the HDC Service Development Plan (SDP) that will be submitted to FRA for their consideration in FY27. Based on FRA direction, the current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since January 2023. This budgeted amount may be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant Stage 2 at 90% federal, 10% Measure M. SDP efforts to be undertaken by existing HDC contractors with similar scope of work, with support from Metro.</p> <p>Engineering Design and Related Advisory Services (HDR/Subs): \$1,520,000 Financial Advisory Services Contractor (Infrastrategies/Subs): \$525,000 Metro: \$101,000 AVS: \$264,000</p>	\$2,410,000	\$2,310,000
4	<p>HDC JPA Management: Oversee agency management including technical analysis, grant applications, budgetary activities, equity focused planning, administration, engineering, right-of-way planning, stakeholder engagement and communications. For FY27, HDC JPA management functions will be augmented to meet the increased project needs requiring the services of a senior level project management/planning, engineering and right-of-way (ROW) planning support, communications staff, and administrative support staff. As the project progresses beyond the environmental phase into preliminary engineering, the HDC JPA requires additional staffing to support the increasing complexity, expertise, and level of effort.</p> <p>Contractors: AVS Consulting, Inc.: \$344,500 ERCL Consulting LLC: \$255,500 ROW Director and HDC As-Needed Staff Support: \$387,000</p>	\$987,000	\$824,510
5	<p>Financial Advisory Services: Conduct ongoing financial planning & analysis, modeling, and structural management analysis to support project development into the fiscal year 2027 that includes identifying, developing, and refining the project funding plan, analyze options for local, state, and federal funding contributions toward the project, prepare local, state, federal grant applications and provide grants management support, coordinate with station integration planning work, provide updated ridership forecasting as needed, identify credit enhancement strategies, coordinate with the Engineering Design Services firm, and maintain and update the HDC Financial Dashboard on an ongoing basis.</p>	\$1,165,000	\$1,165,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
6	<p>Engineering Design and Related Advisory Services (EDS): The Engineering, Design, and related Advisory Services (EDS) firm would continue to support HDC JPA Executive Management with delivering engineering and design services that will be necessary during FY27 to advance the project development process. This work includes conducting advanced conceptual planning and engineering work that includes the following tasks:</p> <ol style="list-style-type: none"> 1) Advance conceptual engineering work to define the full project scope and support the Environmental Clearance Team 2) Engineering design and operations modeling to be conducted in support of the Service Development Plan 3) Conceptual engineering work to integrate the HDC JPA High Speed Rail Project with California High Speed Rail at the Palmdale Station and with Brightline West at the Victor Valley Station 4) Define system interoperability/interface design parameters to integrate with California High Speed Rail and Brightline West systems and operations 5) Coordinate with the California High Speed Rail Authority, Federal Railroad Administration, Caltrans, and other State and local agencies 6) Coordinate with other rail operators including Brightline West, SCRRRA, and Union Pacific 7) Advance project approval process with Caltrans for impacts on the State Highway System 8) Support ROW acquisition planning work effort 9) Support grant applications and grant agreement compliance 10) Provide project management, scheduling and control, risk analysis, and cost estimating functions, as well as other related support services. <p>Funding for this task will be partially funded by the \$16.5 million TIRCP grant funding allocated to HDC JPA.</p> <p>Optional tasks are estimated at \$698,000 and is not included in the FY27 budget. A budget amendment will be requested if they are deemed necessary to advance in FY27.</p>	\$2,219,000	\$2,480,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
7	<p>County of Los Angeles Treasury, Auditor-Controller, Legal Counsel, Public Works Staff Support: Monthly Support for Accounts Payable/Accounts Receivable functions, Legal Counsel Support, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement /Contract Services plus Request for Proposals preparation and Oversight, and contract execution. County will provide procurement services for ROW Real Estate Support Services and Project Delivery/PPP/Concessionaire. The ROW consultant would support HDC JPA Executive Management with developing the ROW acquisition process and performing ROW administration work in preparation for ROW acquisition. Project Delivery/PPP/Concessionaire RFQ/RFP would provide the JPA the opportunity to gauge private sector interest in the high-speed rail project.</p> <p>Public Works Procurement/Vendor Services: \$300,000 - Procurement support services to advise, monitor, and provide oversight for preparing request for proposals, contract development and execution, memoranda of understanding (MOU), state and federal procurement compliance processes. These support services will include advancing procurement contracts in ROW Real Estate Support Services and Project Delivery/PPP/Concessionaire as well as ongoing contract support for existing professional services contracts such as environmental, architectural and engineering, and financial and business advisory contracts. For FY27, County's services includes supporting the procurement processes and contract administration during the fiscal year.</p> <p>Controller: \$129,000 - Monthly Support for Controller related functions, budget oversight, grants reporting, invoice payments, financial reporting, interagency funds transfers, monthly reconciliation reports, and other related financial reports.</p> <p>Legal Counsel: \$110,000 - Monthly Support for legal counsel to review agency contracts, memorandum of understanding (MOU), funding agreements, Board of Director reports, Agency Regulatory Compliance, Grant Applications & Compliance, Procurement Documents: Request for Proposals process, contractual agreements, contract execution, and other related services.</p>	\$539,000	\$270,000
8	<p>LA Metro Staff Support: Provide Metro staff support from several departments including Regional Rail Program, Cost Estimating, Countywide Planning support and assistance on an as-needed basis to support HDC JPA.</p>	\$35,000	\$150,000
9	<p>Stakeholder and Public Engagement and Planning Assistance: Provide communications, community engagement, and other related planning assistance to support the Agency communications and planning functions.</p>	\$90,000	\$90,000
10	<p>Audit Services: County of Los Angeles Audit Services</p>	\$35,000	\$30,000
11	<p>LA Metro Funding Agreement Audit Services. Completed FY2021-2025 Metro Audit in FY26.</p>	\$0	\$25,340
12	<p>Multi-Media Promotion, Materials & Advertising. US HSR Association yearly membership. California Transit Association yearly membership</p>	\$45,000	\$45,000
13	<p>IT Support, Software & Website Mgmt.</p>	\$22,500	\$22,500

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
14	HDC Office: lease, utilities, office equipment, furnitue, supplies, insurance	\$325,000	\$0
15	Total Adopted FY26 Budget & Proposed FY27 Budget	\$10,838,470	\$11,937,350
16	Measure M Funds Requested for FY26 Budget & FY27 Budget	\$10,838,470	\$11,937,350
17	Less: Reserve Fund-Cash on Hand as of March 31, 2026	\$1,500,000	-
18	Measure M Funds Requested for FY27 Budget	\$9,338,470	-



Board Report

File #: 2026-0253, File Type: Project

Agenda Number: 8.

PLANNING & PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$5,750,000 in Measure M funds to support design activities for SR-71 North; and
- B. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North design activities.

ISSUE

The Measure M Expenditure plan allocates \$248,557,000 for the SR-71 Gap north and south improvements. Caltrans recently reported a design funding gap of \$5,750,000 for the SR-71 North project, largely due to additional railroad coordination efforts. Only \$300,000 of the \$10,000,000 that was transferred to the project for design work in 2024 remains unexpended, and according to Caltrans, there are no State fund sources available to close the current design funding gap.

Board approval is needed to transfer an additional \$5,750,000 in Measure M funds to SR-71 North to close the design funding gap.

BACKGROUND

The SR-71 corridor is a regional highway facility that crosses parts of Los Angeles, San Bernardino, and Riverside counties, and connects to major east-west freight corridors (I-10 and SR-60) that serve as inland passageways for interregional travel and goods movement between San Diego and the eastern portion of Los Angeles County. The corridor experiences higher than Statewide average collision and fatality rates, largely attributed to at-grade intersections and congestion-related incidents. The SR-71 Gap Closure Project (Attachment A) is a Caltrans-led project that adds a high occupancy vehicle (HOV) lane, mixed-flow lane, and intermittent auxiliary lanes along the corridor between I-10 and the San Bernardino County line in the City of Pomona, as well as reconstructs two narrow railroad overhead structures, upgrades a pedestrian overcrossing/bridge, and constructs retaining walls and soundwalls.

As noted in Attachment A, the SR-71 Gap Closure Project limit extends from I-10 to Rio Rancho Road, just south of the Los Angeles/San Bernardino County line. In 2019, Caltrans and Metro split the SR-71 Gap Closure Project into two phases - SR-71 South (Phase 1) and SR-71 North (Phase 2) - to prevent previously programmed funds from lapsing and to allow work to move forward while additional coordination with Union Pacific Railroad (UPRR) continued. The two phases complete the planned improvements along SR-71 in Los Angeles County. SR-71 South project limits extend from Mission Boulevard to the Los Angeles/San Bernardino County line. SR-71 North project limits extend from I-10 to Mission Boulevard in Los Angeles County.

At its November 2019 meeting, the Board approved programming \$105,072,000 in Measure M funds for the [SR-71 Gap Closure Project Construction, Phase 1 <https://boardagendas.metro.net/board-report/2019-0703/>](https://boardagendas.metro.net/board-report/2019-0703/) (SR-71 South), leaving the remainder of funds (\$143,485,000) available for the delivery of SR-71 North. Construction of SR-71 South was substantially completed on October 31, 2025, with only punch list items and plant establishment work remaining.

In November 2022, Caltrans suspended design work on SR-71 North because of a \$10,000,000 funding gap. At its June 2024 meeting, the Board approved transferring \$10,000,000 in Measure M funds for the [State Route 71 \(SR-71\) Gap Closure North Segment Project \(Phase 2\), Design <https://boardagendas.metro.net/board-report/2024-0406/>](https://boardagendas.metro.net/board-report/2024-0406/). This action allowed Caltrans to resume design work and to prepare the Plans, Specifications, and Estimates (PS&E) package for construction of SR-71 North.

In 2025, SR-71 North was awarded \$80,000,000 in Trade Corridor Enhancement Program (TCEP) funds for the construction phase. The total funds available for construction of SR-71 North is \$259,000,000. Attachment B shows the fund sources and budget for the SR-71 Gap north and south improvements.

Once constructed, SR-71 North will complete the last phase of corridor improvements, resulting in more than 15 miles of HOV lanes connecting Los Angeles County to Riverside and San Bernardino Counties. The project also includes safety upgrades such as a seismically sound pedestrian overcrossing to connect communities and provide better access for cyclists, rollers, and pedestrians, and reconstructed railroad bridges with crash walls that are up to current standards.

DISCUSSION

SR-71 North is currently at the 95% design level review. If funding is approved to complete design, the Project will be Ready to List (RTL) in December 2026 for construction in July 2027. Caltrans previously reported a construction cost estimate of \$259,000,000 based on a planning level estimate. The current construction cost estimate for SR-71 North is \$284,000,000. In February 2026, Metro submitted a Better Utilizing Investments to Leverage Development (BUILD) grant application for \$25,000,000 to close the construction funding gap.

In February 2026, Caltrans reported that SR-71 North design costs had increased due to additional railroad coordination and work required, expanded scopes, and updated staffing rates. UPRR introduced new reviewers and updated design requirements that resulted in significant revisions to bridge design and related work (roadway profile, earthwork, and retaining walls), additional design work, and multiple review cycles. Additionally, the City of Pomona requested aesthetic

enhancements, and the design scope was expanded to include relocation plans for water and sewer lines owned by Los Angeles County and the City of Pomona.

These updates have resulted in a funding gap of \$5,750,000 needed to complete the project design phase. Pausing design work could further delay construction of SR-71 North and jeopardize the \$80 million in TCEP funds that are programmed in fiscal year (FY) 2026-27, as well as impact Caltrans' ability to reach RTL status by the end of the year. Moreover, pausing the project would halt the ongoing railroad coordination efforts, creating additional risk to the schedule and budget.

DETERMINATION OF SAFETY IMPACT

Approval of staff recommendations has no known adverse impact on the safety of Metro's patrons, employees, and/or users of the facility. Caltrans and local agency safety standards will be adhered to during the preparation of the PS&E package for construction of SR-71 North.

FINANCIAL IMPACT

If approved, this action authorizes the programming of \$5,750,000 in Measure M funds for SR- 71 North design activities.

The Measure M Ordinance authorizes the use of contingency sub funds for inflation adjustments on eligible projects like SR-71 North, where less than two-thirds of the 2015-dollar allocation will be expended prior to FY 2027. Therefore, consistent with the provisions in the Ordinance, the source of the additional Measure M funding being applied to SR-71 North is the existing Measure M allocation inflation allowance. Also, the increase in available funding relative to the prior funds reported to be available for SR-71 North is primarily due to revised cash flow timing, which shifts a greater share of project expenses from FY 2028-30 to FY 2029-31. In addition, the sequencing of the other grant fund sources awarded to SR-71 North allows Measure M expenditures to be deferred, further increasing the inflation-adjusted value of the remaining Measure M funds to provide the additional \$5,750,000 needed to close the design funding gap.

Impact to Budget

The FY 2026 budget for SR-71 North is \$6,800,000 in the Complete Streets and Highways Program under Cost Center 0442, Project 475007, Task 5.3.100. Staff will continue to monitor project expenses. The proposed FY2027 budget for SR-71 North includes \$2,230,000.

The source of funds for the staff recommendation is Measure M Highway Construction Capital (17%). These funds are not eligible for bus and rail operations.

Since this is a multi-year project, the Chief Planning Officer will be responsible for budgeting the costs in future fiscal years.

EQUITY PLATFORM

SR-71 North is adjacent to Equity Focus Communities (EFC) in Pomona that have raised concerns

regarding existing operational deficiencies, the desire to beautify the project area, the number of collisions, funding and the schedule for the proposed improvements, existing traffic on Ninth Street, soundproofing, access to the Philips Ranch area, property acquisitions, frontage road access, construction detours, and keeping Philips Drive open.

Upgrading the SR-71 expressway to a full access-controlled facility along with implementing other SR-71 North improvements will address the concerns raised by the communities in Pomona. The proposed SR-71 North improvements include providing soundwalls to reduce noise in communities along the corridor; new landscaping and tree plantings to elevate the corridor aesthetics and beautify the project area; a new HOV lane to promote greater use of bus, vanpool, and carpool usage as an alternative to solo driving; a new Americans with Disabilities Act (ADA) compliant and seismically sound pedestrian overcrossing to connect communities and provide better and safer access for cyclists, rollers, and pedestrians; and reconstructed railroad bridges with crash walls that are up to current standards, accommodate future track expansion, and enable increased use of double-stacking of railcars to facilitate more efficient goods movement.

Community Engagement & Outreach

It is general practice for Caltrans, in coordination with the local jurisdictions, to determine community engagement processes specific to each type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Since the inception of the SR-71 Gap Closure Project, project teams and project partners have engaged Pomona and the surrounding communities to inform them of the project development process. Community needs were identified through various channels, including town hall and virtual meetings, public workshops, surveys, focus groups, and advisory committees. There were three public hearings and eight town hall and informational meetings. The meetings were attended by over 1,000 residents from Pomona and neighboring communities, and over 200 comments were received regarding the proposed alternatives, project design elements, and the schedule. Substantial community engagement resulted in the inclusion of the new multimodal, ADA compliant pedestrian overcrossing, as well as soundwalls and frontage roads to minimize potential project impacts, landscaping, and the preservation of flora.

Other outreach efforts for SR-71 improvements included meetings with resource agencies (United States Environmental Protection Agency, South Coast Air Quality Management District, County of Los Angeles Department of Public Works, County of Los Angeles Fire Department), project stakeholders (the cities of Pomona, Chino, and Chino Hills and the Southern California Association of Governments (SCAG)), and other stakeholders (Cal Poly Pomona, Auto Club of Southern California). Caltrans provided notices in Spanish and Chinese newspapers about upcoming SR-71 community meetings; interpreters as well as special accommodations (sign language interpreter, accessible seating, project information in alternate formats, etc.) were available at the meetings, when requested, and the Caltrans and Metro websites were used to post SR-71 project information

Community Engagement & Outreach During Construction

Throughout the construction phase for SR-71 South, Caltrans' outreach efforts consisted of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable

news) and social media platforms (X/Twitter, Instagram) to Caltrans District 7 stakeholders reaching Los Angeles and Ventura counties. Specific notices regarding construction work and/or tours were made available in multiple languages (English, Spanish, Chinese) based on the impacted communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites.

The same level of community engagement and outreach during construction is expected for SR-71 North. In addition, Caltrans' Public Affairs department will provide timely responses to constituent inquiries.

Furthermore, Caltrans will provide continued access to local traffic information when feasible, particularly for emergency service vehicles. A Traffic Management Plan (TMP) will be prepared to ensure continued access for emergency service vehicles, and copies of the TMP will be forwarded to the appropriate affected businesses and agencies.

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. 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. Further, the individual projects aim to ensure the efficient and safe movement of people and goods.

SR-71 North will likely increase VMT in Los Angeles County as it involves constructing one additional mixed flow lane for approximately 2 miles in each direction that encourages driving alone. One additional HOV lane that extends from Mission Boulevard north to the I-10 freeway will also be constructed to close the gap in the HOV system, provide mobility options, and promote increased carpool, vanpool, and bus transit usage along the SR-71 corridor.

This safety and mobility improvements project along the SR-71 corridor is identified in the voter Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

*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 SR-71 corridor improvements support the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Transform LA County through regional collaboration.

Also, the following Multimodal Highway Investment Objectives are fulfilled:

1. Advancing the mobility needs of people and goods within Los Angeles County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability; and resiliency for affected local communities and the region.
2. Ensure that local and regional investment in Los Angeles County's highway system - particularly the implementation of Measures R and M priorities - is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunities.

ALTERNATIVES CONSIDERED

The Board may choose to defer or not program Measure M funds to SR-71 North for design activities. This alternative is not recommended because it would further delay completing the implementation of the SR-71 Gap Closure Project (a Measure M project) in its entirety and stop short of completing the last phase of the corridor improvements (SR-71 North); jeopardize the \$80 million TCEP grant award; stall ongoing railroad coordination efforts (including plans to reconstruct two old and narrow seismically deficient railroad bridges) as well as the replacement of a non-ADA compliant pedestrian bridge;- and not address the safety concerns raised by the community.

NEXT STEPS

Upon approval of these recommendations, Caltrans will be notified of the Board's decision. Staff will work with Caltrans to update the SR-71 North programming documents and agreements, in addition to working with Caltrans on the requisite project agreements for the construction phase of the project.

Caltrans will continue to provide quarterly updates to the Metro Measure M Independent Taxpayer Oversight Committee and the Construction Committee on the SR-71 North and South projects.

ATTACHMENT

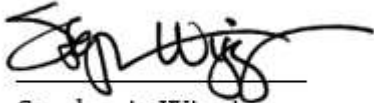
Attachment A - SR-71 Gap Closure Project Map

Attachment B - SR-71 Gap Closure Project Funding and Expenditure Plan

Prepared by: Phylp Bardowell, Senior Transportation Planner, Complete Streets and Highways, (213) 547-4348

Michelle E. Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-2317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4247



Stephanie Wiggins
Chief Executive Officer

SR-71 Gap Closure Project Map

(I-10 to San Bernardino County Line)



SR-71 Gap Closure Funding & Expenditure Plan

(\$ in millions)	Prior Budget (2024)	Proposed Change	Revised Budget	Prior Years	2026	2027	2028	2029	2030	2031
USE OF FUNDS / PHASES										
PAED (Both Segments)	4.05	-	4.05	4.05	-	-	-	-	-	-
PS&E (South - Includes Design and ROW)	26.45	-	26.45	22.21	3.00	1.24	-	-	-	-
Construction (South - Includes Support and Capital)	148.10	-	148.10	109.88	20.00	17.21	1.00	-	-	-
South Segment Subtotal	178.59	-	178.59	136.14	23.00	18.45	1.00	-	-	-
PS&E (North - Includes Design and ROW) ⁽¹⁾	50.40	5.75	56.15	27.91	16.80	10.04	1.40	-	-	-
Construction (North - Includes Support and Capital)	259.00	-	259.00	-	-	-	28.40	88.60	88.60	53.40
North Segment Subtotal	309.40	5.75	315.15	27.91	16.80	10.04	29.80	88.60	88.60	53.40
TOTAL USES	487.99	5.75	493.74	164.05	39.80	28.49	30.80	88.60	88.60	53.40
SOURCES OF FUNDS										
Federal Revenue										
Federal Repurpose Funds ⁽²⁾	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
Federal Revenue Subtotal	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
Local Revenue										
Measure M - Highway Construction (17%) (South) ⁽³⁾	105.07	-	105.07	78.50	14.14	11.47	0.97			
Measure M - Highway Construction (17%) (North) ⁽⁴⁾	189.00	5.75	194.75	0.15	10.00	4.16	20.73	61.20	53.60	44.90
Local Revenue Subtotal	294.07	5.75	299.82	78.65	24.14	15.63	21.70	61.20	53.60	44.90
State Revenue										
Traffic Congestion Relief Program Funds (TCRP)	11.26	-	11.26	11.26	-	-	-	-	-	-
SB1 - Trade Corridor Enhancement Program (TCEP)	123.03	-	123.03	31.34	5.86	5.83	9.10	27.40	35.00	8.50
Regional Improvement Program Funds (RIP)	1.59	-	1.59	1.59						
State Revenue Subtotal	135.87	-	135.87	44.19	5.86	5.83	9.10	27.40	35.00	8.50
TOTAL SOURCES	487.99	5.75	493.74	164.05	39.80	28.49	30.80	88.60	88.60	53.40

(1) The additional budget amount of \$5.75 million is for design expenses needed in FY27.

(2) Several federal grants were combined and repurposed for SR-71 in the 2016 Earmark repurpose fund.

(3) Measure M funding of \$248.557 million (2015\$) was allocated for the Project in the Measure M Expenditure Plan. The Board approved programming \$105,072,000 in Measure M funds for the South Segment Construction (Nov 2019)

(4) Measure M funding of \$143.485 million, inclusive of inflation adjustments from Contingency Funds



Board Report

File #: 2026-0277, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating a net of \$60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;
2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), as shown in Attachment B; and

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

ISSUE

Measure M MSP funding is included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Valley Subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to update the project lists (Attachments A and B), which serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments C, D, and E, but they are included in this report as information.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of \$141.16 million was

forecasted to be available for programming for the San Gabriel Valley Subregion from FY 2017-18 to FY 2029-30. In prior actions, \$120.41 million has been programmed in support of 34 projects. Therefore, \$20.75 million is available to the subregion for programming as part of this update. To date, \$27.82 million (23% of programmed funds) has been expended. Three projects are closed, and three others have been completed and are in the close-out audit process.

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

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the subregion. Metro staff worked closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies to review of the proposed project updates, including changes to the project schedules for this annual update.

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

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to three existing projects as follows:

El Monte

- Deobligate \$218,156 from MM4701.03 - El Monte Fern and Elliot Class (3) Bike Boulevard Project. This project is completed and audited with project savings. The savings will be returned to the overall Measure M - Active Transportation Program and made available for future project programming.

LA County

- Reprogram previously approved \$2,690,000 as follows: \$325,000 in FY 26, \$375,000 in FY 27, \$200,000 in FY 28, \$1,236,800 in FY 29, and \$553,200 in FY 30 for MM4701.09 - Eaton

Wash Bike Path - Phase I. This project will construct a 1.1-mile Class I bike path and a 0.2-mile Class III bike route, marked crosswalks, and curb ramp reconstructions. This project will likely decrease VMT. The funds will be used for the project's Plan, Specifications, and Estimates (PS&E), Right-of-Way (ROW) acquisition, and construction phases.

SGVCOG

- Program an additional \$157,667 in FY 27 and FY 28 for MM4701.01 - Planning Activities for subregion's Measure M MSP development process.

First/Last Mile and Complete Streets Program (expenditure line 59)

This update includes funding adjustments to three existing projects as follows:

Alhambra

- Reprogram previously approved \$1,000,000 as follows: \$250,000 in FY 26 and \$750,000 in FY 27 for MM4703.11 - Alhambra Citywide Bus Stop Improvement. The project will replace 15,000 square feet of damaged sidewalk, install shaded bus shelters, bus benches, bus pads, detectable warning surface domes, and trash containers. The project will likely decrease VMT. The funds will be used for the project's construction phase.

San Dimas

- Reprogram previously approved \$895,500 as follows: \$80,000 in FY 27 and \$815,500 in FY 28 for MM4703.08 - San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista. The project will construct a bike path that will span approximately 1.35 miles along the north side of San Dimas Avenue from the Gold Line station to Avenida Loma Vista. The project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

South El Monte

- Reprogram previously approved \$9,171,500 as follows: \$9,048 in FY 22, \$160,000 in FY 23, \$300,342 in FY 24, \$259,980 in FY 26, \$3,616,813 in FY 27, and \$4,825,317 in FY 28 for MM4703.09 - Santa Anita Avenue Walkability Project. The project includes installation of pedestrian mobility improvements, including center medians; continuous ADA pedestrian path of travel, including sidewalks, curb ramps, driveways, and street furniture (bus shelter, bike racks, trash bins, etc.); bike and pedestrian signage; roadway rehabilitation; traffic signal modifications; striping; and related improvements. This project will likely decrease VMT. The funds will be used for the project's environmental, PS&E, and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Valley Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support

the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 2025-26, \$15.09 million is budgeted in Cost Center 0441 (Subsidies to Others- Planning) for the Active Transportation Program (Project #474401) and \$4.04 million is budgeted in Cost Center 0441 (Subsidies to Others - Planning) for the Transit Program (Project #474102), No budget is budgeted Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The San Gabriel Valley Subregion consists of 31 cities and unincorporated communities in Los Angeles County. Twenty-eight percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include El Monte, Monterey Park, Rosemead, South El Monte, and Pomona.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost, and schedule. Each agency, independently and in coordination with their subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

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 planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. 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

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

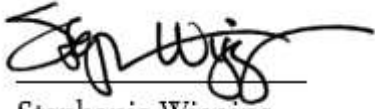
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2025-26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

- Attachment A - Active Transportation Program Project List
- Attachment B - First/Last Mile and Complete Streets Program Project List
- Attachment C - Bus System Improvement Program Project List
- Attachment D - Highway Efficiency Program Project List
- Attachment E - Highway Demand Based Program Project List

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

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800	\$ 636,800					
2	Azusa	MM4701.11	East First Street and Baseline Road Street Improvement	Construction		1,000,000		1,000,000	-				1,000,000	
3	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction	Clsd	582,075	(218,156)	363,919	363,919					
4	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	1,492,500					
5	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	4,278,500					
6	LA County	MM4701.09	Eaton Wash Bike Path - Phase I	PS&E ROW Construction	Chg	2,690,000		2,690,000	-	325,000	375,000	200,000	1,236,800	553,200
7	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000	3,880,000					
8	Monrovia	MM4701.12	Colorado Boulevard Bikeway - Phase 1	Construction		1,000,000		1,000,000	-				1,000,000	
9	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
10	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction	Compl	388,050		388,050	388,050					
11	San Gabriel	MM4701.13	Roadway Safety Improvements and Bike Lane Installation	PS&E Construction		362,600		362,600	-	362,600				
12	SGVCOG	MM4701.01	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning	Chg	312,936	157,667	470,603	248,136	64,800	75,080	82,587		
13	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	ROW PAED PS&E Construction		12,712,317		12,712,317	5,370,000	4,525,136	952,181		1,865,000	
14	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation (Pedestrian Bridge)	ROW Construction		3,000,000		3,000,000	-	3,000,000				
Total Programming Amount						\$ 33,764,654	\$ (60,489)	\$ 33,704,165	\$ 18,086,781	\$ 8,277,536	\$ 1,402,261	\$ 282,587	\$ 5,101,800	\$ 553,200

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Alhambra	MM4703.11	Alhambra Citywide Bus Stop Improvement	Construction	Chg	\$ 1,000,000		\$ 1,000,000	-	\$ 250,000	\$ 750,000			
2	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction	Audit	1,741,250		1,741,250	1,741,250					
3	Arcadia	MM4703.12	Colorado Boulevard Pedestrian and Bicycle Gap Closure Connectivity and Safety	Construction		4,500,000		4,500,000	-	4,500,000				
4	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project (CFP# F9620)	PS&E Construction		652,975		652,975	652,975					
5	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction	Audit	686,945		686,945	686,945					
6	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction	Clsd	1,741,250		1,741,250	1,741,250					
7	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction		2,985,000		2,985,000	2,985,000					
8	Duarte	MM4703.06	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	1,620,855					
9	El Monte	MM4703.13	Arden Drive Complete Street	Construction		2,135,000	-	2,135,000	-				2,135,000	
10	La Verne	MM4703.14	Pathways to the Future: Building Safe, Accessible Routes for 2028 and Beyond	Construction		2,000,000		2,000,000	-	2,000,000				
11	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E	Compl	895,500		895,500	895,500					
12	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	ROW PAED PS&E Construction		16,682,336		16,682,336	8,395,000	1,134,098	2,193,238		4,960,000	
13	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista	PS&E Construction	Chg	895,500		895,500	-		80,000	815,500		
14	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction	Chg	9,171,500		9,171,500	469,390	259,980	3,616,813	4,825,317		
15	Temple City	MM4703.15	Citywide Bicycle Route and Pedestrian Enhancements	PS&E Construction		1,000,000	-	1,000,000	-				1,000,000	
16	West Covina	MM4703.16	West Covina Citywide Pedestrian and Transit Safety Improvement Project	PS&E Construction		1,759,236	-	1,759,236	-				1,759,236	
Total Programming Amount						\$49,467,347	\$ -	\$ 49,467,347	\$19,188,165	\$ 8,144,078	\$ 6,640,051	\$ 5,640,817	\$ 9,854,236	\$ -

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction	Clsd	\$ 236,045		\$ 236,045	\$ 236,045					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$ 211,158	211,158					
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		\$ 150,000	150,000					
Total Programming Amount						\$ 597,203	\$ -	\$ 597,203	\$ 597,203	\$ -	\$ -	\$ -	\$ -	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	Audit	\$ 5,273,500		\$ 5,273,500	\$ 5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction		\$ 16,625,000		\$ 16,625,000	\$ 7,553,000	3,029,000	3,500,000	2,543,000		
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction		\$ 10,683,000		\$ 10,683,000	\$ 5,669,000	5,014,000				
4	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation Project	ROW Construction		\$ 3,000,000		\$ 3,000,000				3,000,000		
Total Programming Amount						\$ 35,581,500	\$ -	\$ 35,581,500	\$ 18,495,500	\$ 8,043,000	\$ 3,500,000	\$ 5,543,000	\$ -	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction		1,000,000		1,000,000	\$1,000,000					
Total Programming Amount						\$1,000,000	\$ -	\$ 1,000,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -

The background features a large, stylized letter 'M' composed of several white, 3D rectangular blocks. The 'M' is set against a dark green circular backdrop, which is itself on a larger orange circular backdrop. The bottom portion of the slide is a solid black background.

Measure M Multi-year Subregional Program San Gabriel Subregion

Planning and Programming Committee
May 20, 2026



Metro

File# 2026-0277

San Gabriel Subregion

- Five Multi-Subregional Programs (MSP)
 - Active Transportation (expenditure line 54)
 - Bus System Improvement (expenditure line 58)
 - First/Last Mile and Complete Streets (expenditure line 59)
 - Highway Demand Based (expenditure line 60)
 - Highway Efficiency (expenditure line 82)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015**	Modal Code
			Ground-breaking Start Date ¹	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs			1 st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements	©	FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$800,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$360,000	\$360,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)		FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$88,000	\$88,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$83,000	\$83,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,800	\$110,800	H
91	Countywide BRT Projects Ph 4 (All Subregions)		FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

May 2026 Recommendation

CONSIDER:

A. APPROVING:

1. Deobligating a net of \$60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;
2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP – First/last Mile and Complete Streets Program (expenditure line 29), as shown in Attachment B.

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

Recommended Projects

This update includes funding adjustments to three Active Transportation and three First/Last Mile Complete Streets projects.



An aerial rendering of the La Verne Regional Multimodal Bridge. Note the large, clear cube in various renderings represents future transit oriented development.

SGVCOG/La Verne (MM4701.10) - Pedestrian Bridge

* Images are for illustrative purposes only.

Next Steps

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

**Board Report**

File #: 2026-0250, **File Type:** Contract**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2026****SUBJECT: SEPULVEDA TRANSIT CORRIDOR****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of \$7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from \$64,817,445 to \$72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;
- B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of \$1,914,709, increasing CMA from \$8,495,350 to \$10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;
- C. EXECUTE Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of \$2,287,508, increasing the total contract value from \$4,861,759 to \$7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and
- D. INCREASE CMA for Contract No. PS68039000 in the amount of \$500,000, increasing CMA from \$351,493 to \$851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

ISSUE

In January 2026, the [Metro Board selected the Locally Preferred Alternative \(LPA\) for the Sepulveda Transit Corridor](https://boardagendas.metro.net/board-report/2025-1062/) as the Modified Alternative 5, heavy rail transit underground between Van Nuys Metrolink Station and the E Line

Expo/Sepulveda station modified to provide connections to the Metro G Line and East San Fernando Valley (ESFV) light rail line at Van Nuys Boulevard. The Sepulveda Transit Corridor is a Measure M and Metro Pillar Project. In addition, the Board authorized further design refinements and advancement of the LPA to address project cost, risk and comments received on the Draft Environmental Impact Report (EIR). In doing so, the Board authorized advancement of the Final EIR and any additional documentation required as a result of selecting the LPA and development of an interim operable segment (IOS).

Additionally, the Board amended the January 2026 staff recommendation to provide direction for the Chief Executive Office to report back on “a community engagement plan with the communities who will be directly impacted by the Modified Alternative 5 alignment, especially within the Initial Operating Segment.”

Staff is seeking the Board’s approval of contract modifications to provide environmental and community engagement services to support responding to the Board direction and complete a Final EIR. These modifications will allow staff to advance the LPA selected by the Board through the state and federal environmental approvals process as well as implement the identified community engagement program.

BACKGROUND

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles, connecting residents in the San Fernando Valley to the Westside’s bustling employment hubs and cultural landmarks. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. The I-405 is one of the most congested corridors in the country-ranked #17 nationally and #4 in California-and transit service between the San Fernando Valley and the Westside is limited. The Sepulveda Transit Corridor Project (the Project) would add a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a fast, safe and reliable alternative to the congested I-405 freeway.

In 2016, Los Angeles County voters approved Measure M, which included transit improvements between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). Measure M identifies the implementation of the Project in two phases: 1) Segment between the San Fernando Valley and the Westside; and 2) Extension to LAX.

Between 2017 and 2019, Metro conducted the Sepulveda Transit Corridor Feasibility Study, which identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019.

To advance the environmental process following the Feasibility Study, Metro procured multiple contracts. In August 2020, Metro awarded Contract No. AE67085000 to HTA Partners for environmental review and conceptual engineering services for the Project. In November 2020, Metro awarded Contract No. PS68039000 to Arellano Associates LLC, for the Sepulveda Transit Corridor Community Participation Program.

The Project began the CEQA environmental clearance process on November 30, 2021, and the scoping period extended for 74 days through February 11, 2022. The Draft Environmental Impact Report (EIR), which evaluated five alternatives, was released on June 2, 2025 for a 90-day public review and comment period through August 30, 2025.

At its January 2026 meeting, the Board approved the LPA as Modified Alternative 5: heavy rail transit underground between the Van Nuys Metrolink Station and the E Line/Sepulveda Station, modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard. The Board also authorized further design refinement of the LPA and the advancement of any additional environmental documentation required as a result of selecting the LPA.

DISCUSSION

Implementation of modifications to Alternative 5 will require additional design, environmental analysis and community engagement.

The LPA was a modification of an alternative evaluated in the Draft EIR and not specifically evaluated in the Draft EIR. Therefore, Metro will prepare a Recirculated Draft Environmental Impact Report (RDEIR) under CEQA. The RDEIR will evaluate the LPA as selected by the Board and will be circulated for public comment. CEQA and National Environmental Policy Act (NEPA) clearance will proceed concurrently.

The RDEIR environmental analysis of the LPA will include:

- Refined alignment and station designs resulting from differences in tunnel and station configurations in areas where the Modified Alternative 5 generally follows the alignment of Alternative 6
- Initial Operating Segment (IOS) between Metro D and G Lines
- New location for Maintenance and Storage Facility (MSF)
- Other potential refinements in response to agency and public input received, including through comments on the Draft EIR.

Development of the RDEIR and associated efforts will be led by HTA.

Arellano Associates will continue to provide strategic communications services and community outreach and engagement to support the facilitation and implementation of the community engagement program for the Project, inclusive of the environmental study, related advanced conceptual engineering (ACE) and associated transit-oriented communities (TOC), first/last mile planning and design of the Project.

This comprehensive community engagement program will continue to be focused on transparency, inclusivity, and equity. This program is based on Metro's best practices for outreach and engagement, Metro's Public Participation Plan, and the unique characteristics of the communities in the project study area. The key objectives and tactics are outlined below.

Communications Objectives

- A community outreach program that creates equitable opportunities for dialogue between Metro, the Project Team and the communities served by this project, including stakeholders outside the direct project area.
- A process characterized by robust public engagement, ensuring that all stakeholders regardless of their sex or age - including minority and low-income communities, people with Limited English Proficiency, and individuals with disabilities - are given an opportunity to participate and provide comments as options are considered and decisions are made.
- Inform the public, Metro riders, and key stakeholders about environmental documents and the environmental review process.
- Share engagement and comment opportunities.
- Understanding of the needs of the affected communities and analysis that is inclusive of public input.
- Understanding and participation with Metro's involvement process.
- Meet and exceed the legal outreach and engagement requirements for the state and federal environmental review process.
- Reach new riders and engage stakeholders who live or travel along the alignment.

Strategy & Tactics:

- Produce and distribute electronic and printed public information materials (information modules, fact sheets, FAQs, interactive maps) to educate the community about the project details and benefits.
- Provide regular updates and information on the project website/Hub.
- Participate in community events and activities to engage with the public and raise awareness of community meetings and encourage feedback.
- In-person and virtual community meetings throughout the study area to share project updates/gather feedback.
- Produce and distribute regular eblasts (including Board Box updates) to stakeholders.
- Share information with transit riders at key locations along the project corridor.
- Distribution of materials to businesses and public counters:
- Provide flyers and/or posters to businesses in the project corridor to promote meetings and public input opportunities.
- Manage and update the project website and Hub (microsite) as central resources for up-to-date project information and information on the project.
- Coordinate with Metro Public Relations to provide accurate and timely information to local and national media.
- Use Metro's social media resources to educate the public and promote engagement opportunities.
- Use technology to make project information more accessible.
- Provide core information materials in English and Spanish and provide Spanish translation at all public meetings.
- Utilize bilingual bus car cards on LA Metro and partner agency vehicles to share project information and opportunities for engagement.

DETERMINATION OF SAFETY IMPACT

The environmental phase will not impact the safety of our customers or employees. The community

participation program will not have any impact on the safety of our customers or employees.

FINANCIAL IMPACT

The FY2026 budget includes \$5,535,660 and the FY2027 proposed budget includes \$10,105,500 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, advanced conceptual engineering, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

The Project will connect the San Fernando Valley and Westside with fast, reliable and safe transit providing increased access to jobs, housing, education, healthcare and major destinations. Equity Focus Communities (EFCs) within the Study Area are around UCLA and at the north end of the corridor around Van Nuys. For the Draft EIR alternatives, the total number of people living in EFCs within a ½ mile distance of a rail station ranges from 22,700 to 33,000. By 2045, it is forecast that the Project would carry between 17,300 and 30,500 people each day who are coming from EFCs depending on the DEIR alternative. As the design of Modified Alternative 5 is advanced, these figures will be updated to be consistent with the LPA.

Starting with scoping for the Draft EIR in November 2021, the Project identified six goals, one of which was “Improve Accessibility and Promote Equity.” The objectives associated with this goal were “Improve Access for Equity Focus Communities” and “Target Infrastructure and Service Investments Toward Those with the Greatest Mobility Needs.” The Project goals and objectives inform the development and evaluation of alternatives throughout the environmental process. Additionally, an equity impact analysis was undertaken for the Project to provide a focused review of alternatives through an equity lens.

Since initiating the Project, Metro has conducted a broad range of activities, including booths at events with bilingual staff, outreach at transit stops and coordination with elected officials representing the communities throughout the Project area. Since the start of the environmental process, Metro has hosted 30 public meetings and participated in over 105 booths at community or other events. This resulted in a public meeting attendance of over 5,000 people and in-person engagement of an additional 10,500 people at other community events. Also, bilingual meeting notices, fact sheets, eblasts and newspapers ads have been utilized to reach Spanish-speaking stakeholders.

The Project team deployed a robust CBO partnering strategy designed to build critical awareness and engagement in the Project to increase community involvement within EFCs, empowering stakeholders to participate throughout the duration of the study. For these efforts, the CBO partners led several notification tactics, including door-to-door distribution, public counter drop-offs, and flyers

at transit intercepts in predominantly Spanish-speaking, lower-income communities.

Public input throughout the process has driven the development of alternatives and the over 8,000 comment submissions received during the Draft EIR circulation informed the staff recommendation on the LPA.

The Outreach Consultant will facilitate and support the development of a Community Participation Program that ensures robust public outreach to all stakeholders, particularly EFCs and transit riders, and will continue to be a critical element of the Project as it advances.

Staff remains committed to continued extensive engagement and outreach efforts with corridor communities as the LPA is refined and the environmental process continues. Special outreach efforts will continue to be made to reach out to people of color, low income, limited English proficiency populations and persons with disabilities.

For Contract No. AE67085000, HTA Partners, A Joint Venture (HTA) made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veterans Business Enterprise (DVBE) commitment. The current level of participation is 20.67% SBE and 3.60% DVBE, exceeding both commitment by 0.06% and 0.58%, respectively.

For Contract No. PS68039000, Arellano Associates LLC (AA), an SB Prime, made an 81.21% Small Business Enterprise (SBE) and a 3.13% Disabled Veterans Business Enterprise (DVBE) commitment. The current level of participation is 82.74% SBE and 1.57% DVBE, exceeding the SBE commitment by 1.53% and representing a shortfall of the DVBE commitment by 1.56%. AA's plan to mitigate the shortfall is included the DEOD Summary attachment.

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.

This item supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

VMT was analyzed through the VMT analysis completed for the Sepulveda Transit Corridor Draft EIR. The analysis identified a reduction in VMT due to the implementation of the Project compared to conditions without the Project, which demonstrates an overall VMT benefit. Specifically, the VMT analysis in the Draft EIR identifies that all Draft EIR Alternatives demonstrate a reduction in daily regional VMT ranging from a reduction of 341,800 (Alternative 1) to a reduction of 775,100 (Alternative 5) compared to the Horizon Year (2045) No Project Alternative conditions. Updated

analysis will be performed on the LPA and its corresponding IOS to quantify the forecasted VMT reduction for each as part of future work.

*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 Project supports the following strategic plan goals identified in Vision 2028: 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: Transform LA County through regional collaboration and national leadership; and Goal 5: Provide responsive, accountable and trustworthy governance within the Metro organization.

The Community Participation Program for the Project will support the third goal of the Vision 2028 Metro Strategic Plan by enhancing communities and lives through mobility and access to opportunity. Using Metro's Equity Platform as a guide, the Program will prioritize genuine public and community engagement to a wide array of diverse stakeholders, using tactics and strategies appropriate to the Project's stakeholders, including those who reside within the Study Area and those who travel through it.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt design and environmental clearance work on the project and delay completion of the environmental phase of the project.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 12 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase.

Upon Board approval, staff will execute Contract Modification No. 4 to Contract No. PS68039000 with Arellano Associates LLC to provide additional strategic communications and community participation services during the environmental phase and support implementation of the community engagement program.

As part of the implementation of the community engagement program, staff will work with the relevant City of Los Angeles council offices and the Metro Board Directors who represent the areas directly impacted by Modified Alternative 5 to identify resident community groups and other stakeholders within the proposed alignment. Additionally outreach materials will be provided as they become available explaining Modified Alternative 5, including maps, anticipated construction impacts, and potential property or access impacts. Any community outreach workshops or meetings will be noticed two weeks in advance and included in a publicly accessible outreach calendar.

ATTACHMENTS

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

Prepared by: Jacqueline Su, Transportation Planning Manager, Countywide Planning & Development (213) 922-2847
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Anthony Crump, Executive Officer, Communications, (213) 418-3292
Cecily Way, Senior Executive Officer, Countywide Planning and Development, (213) 547-4201
Marisa Perez, Deputy Chief, Community Relations Officer, (213) 922-3808
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

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING / AE67085000

1.	Contract Number: AE67085000		
2.	Contractor: HTA Partners A Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)		
3.	Mod. Work Description: Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance through December 31, 2028.		
4.	Contract Work Description: Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA).		
5.	The following data is current as of: 4/17/26		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	08/27/20	Contract Award Amount: \$48,304,067
	Notice to Proceed (NTP):	09/21/20	Total of Modifications Approved: \$16,513,378
	Original Complete Date:	11/21/24	Pending Modifications (including this action): \$7,658,836
	Current Est. Complete Date:	12/31/28	Current Contract Value (with this action): \$72,476,281
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 to prepare documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance from June 30, 2026, through December 31, 2028.

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

On August 27, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of \$48,304,067 to HTA Partners A Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

Eleven modifications have been issued to date.

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

B. Cost Analysis

The recommended modification amount has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, and technical analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$7,658,836	\$8,305,829	\$7,658,836

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR COMMUNITY
PARTICIPATION PROGRAM / PS68039000

1.	Contract Number: PS68390000		
2.	Contractor: Arellano Associates LLC		
3.	Mod. Work Description: Provide additional strategic communications and community participation services and extend the period of performance through December 31, 2028.		
4.	Contract Work Description: Develop a Community Participation Program for the Sepulveda Transit Corridor Project.		
5.	The following data is current as of: 04/28/26		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	12/03/20	Contract Award Amount: \$4,861,759
	Notice to Proceed (NTP):	12/18/20	Total of Modifications Approved: \$0
	Original Complete Date:	07/14/25	Pending Modifications (including this action): \$2,287,508
	Current Est. Complete Date:	12/31/28	Current Contract Value (with this action): \$7,149,267
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Anthony Crump		Telephone Number: (213) 418-3292

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 to provide additional strategic communications and community participation services to support the completion of the state and federal environmental review of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance from December 31, 2027 through December 31, 2028.

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

On December 3, 2020, the Board awarded firm fixed price Contract No. PS68039000 in the amount of \$4,861,759 to Arellano Associates LLC for the Sepulveda Transit Corridor Community Participation Program.

Three modifications have been issued to date.

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

B. Cost Analysis

The recommended modification amount has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, and technical analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$2,287,508	\$2,601,746	\$2,287,508

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING / AE67085000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Scope of Services (SOS) to clarify Task 5 - DEIS and DEIR preparation, circulation, review and approvals.	Approved	11/30/20	\$0
2	Environmental review of three additional alternatives.	Approved	02/01/22	\$4,723,199
3	Added Firewall and revised language and terms.	Approved	07/27/22	\$1,565,664
4	Scope changes to subtasks within Tasks 1, 3, 5, 7, and 8.	Approved	02/23/23	\$4,108,638
5	Request to add new subcontractors.	Approved	11/08/23	\$0
6	Scope changes to subtasks within Tasks 1, 3, 5, 7, 8 and 9.	Approved	02/21/24	\$2,502,494
7	Extended period of performance (POP) to 1/21/26 and scope changes under subtasks within Tasks 1, 4, 5, and 7.	Approved	11/15/24	\$2,766,630
8	Refine SOS to include briefings with elected officials.	Approved	04/21/25	\$0
9	Refine SOS to include additional work for public hearings, DEIS, and project outreach support.	Approved	06/06/25	\$0
10	Extended POP to 6/30/26, add new deliverables based on DEIR public comments, and scope changes under subtasks within Tasks 1, 5, 7, and 8.	Approved	01/08/26	\$846,753
11	Revised clauses related to Firewall.	Approved	02/06/26	\$0
12	Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the POP through December 31, 2028.	Pending	Pending	\$7,658,836
	Modification Total:			\$24,172,214

	Original Contract:		8/27/20	\$48,304,067
	Total:			\$72,476,281

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR COMMUNITY
PARTICIPATION PROGRAM / PS68039000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Subcontractor removed.	Approved	03/08/23	\$0
2	Added new subcontractor.	Approved	11/06/24	\$0
3	No cost period of performance (POP) extension through 12/31/27.	Approved	04/29/25	\$0
4	Additional strategic communications and community participation services and POP extension through 12/31/28.	Pending	Pending	\$2,287,508
	Modification Total:			\$2,287,508
	Original Contract:		12/03/20	\$4,861,759
	Total:			\$7,149,267

DEOD SUMMARY

**SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING / AE67085000**

A. Small Business Participation

HTA Partners A Joint Venture (HTA) made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veterans Business Enterprise (DVBE) commitment. Based on payments, the project is 55% complete and the current level of SBE/DVBE participation is 20.67% SBE and 3.60% DVBE, exceeding both commitments by 0.06% and 0.58%.

To address the under-utilization of some firms, HTA reported that Metro's removal of Task 11 eliminated work committed to several SBE and DVBE firms. HTA also reported that as the contract progresses, subcontractors will be engaged as work is initiated in their respective areas of expertise. For the proposed modification, HTA listed 20.65% SBE and 3.65% DVBE participation.

Small Business Commitment	SBE 20.61% DVBE 3.02%	Small Business Participation	SBE 20.67% DVBE 3.60%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	A/E Tech, LLC	0.52%	1.07%
2.	Cityworks Design	0.88%	0.00%
3.	Connetics Transportation Group, Inc. (Terminated)	0.37%	0.03%
4.	D'Leon Consulting Engineers Corp.	2.51%	3.78%
5.	Epic Land Solutions (Terminated)	0.20%	0.01%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc.	1.33%	0.46%
8.	LKG-CMC, Inc.	0.84%	1.07%
9.	Paleo Solutions, Inc. (Terminated)	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	1.85%
11.	Terry A. Hayes Associates, Inc.	10.97%	11.61%
12.	Vicus LLC (Terminated)	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	0.66%
14.	Duke Cultural Resources Management, LLC	Added	0.13%
	Total	20.61%	20.67%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	1.16%	1.46%
2.	MA Engineering	0.97%	1.25%
3.	OhanaVets, Inc.	0.89%	0.34%
4.	Environmental Review Partners	Added	0.55%
	Total	3.02%	3.60%

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 is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR COMMUNITY
PARTICIPATION PROGRAM / PS68039000**A. Small Business Participation**

Arellano Associates LLC (AA), an SB Prime, made an 81.21% Small Business Enterprise (SBE) and a 3.13% Disabled Veterans Business Enterprise (DVBE) commitment on this contract. Based on payments, the project is 79% complete. The current level of participation is 82.74% SBE and 1.57% DVBE, exceeding the SBE commitment by 1.53% and representing a 1.56% DVBE shortfall.

AA has a shortfall mitigation plan on file, and with concurrence from Metro's Project Team, attributes the DVBE shortfall to limited videography and photography services during the first two years when outreach was conducted entirely virtually. AA reported it is working to increase DVBE utilization by engaging Sunset Cliffs for an upcoming series of meetings. AA further reported that the firm is committed to meeting the DVBE commitment by contract completion.

Small Business Commitment	SBE 81.21% DVBE 3.13%	Small Business Participation	SBE 82.74% DVBE 1.57%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Arellano Associates LLC (SB Prime)	55.42%	71.40%
2.	Circlepoint	6.03%	1.30%
3.	Cityworks Design	6.04%	0.05%
4.	Katherine Padilla & Associates	8.05%	6.73%
5.	Two Hundred, Inc.	0.00%	0.00%
6.	Young Communications Group, Inc.	5.67%	3.26%
	Total	81.21%	82.74%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Sunset Cliffs Productions	3.13%	1.57%
	Total	3.13%	1.57%

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 is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

C. 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.

D. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Planning & Programming Committee
File 2026-0250
May 20, 2026



Metro

Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of \$7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from \$64,817,445 to \$72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of \$1,914,709, increasing CMA from \$8,495,350 to \$10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;

C. EXECUTE Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of \$2,287,508, increasing the total contract value from \$4,861,759 to \$7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and

D. INCREASE CMA for Contract No. PS68039000 in the amount of \$500,000, increasing CMA from \$351,493 to \$851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

Locally Preferred Alternative (LPA) Selection

LA Metro Board unanimously selected Modified Alternative 5 as the LPA on Jan 22

Elements of Modified Alternative 5

- > Construction and operational approach of Alternative 5
- > Northern segment along Van Nuys Bl
- > Southern segment with a station on campus at UCLA and along Sepulveda Bl
- > Initial Operating Segment (IOS) to focus on connecting G Line and East San Fernando Valley Light Rail in the San Fernando Valley with the D Line on the Westside
- > Need to identify maintenance and storage approach to support IOS
- > Refined alignment through the Santa Monica Mountains



Contract Modifications

Because the LPA was not specifically evaluated in the Draft EIR, Metro will prepare a Recirculated Draft EIR under the California Environmental Quality Act (CEQA). The Recirculated Draft EIR will evaluate the LPA as selected by the Board and will be circulated for public comment. CEQA and National Environmental Policy Act (NEPA) clearance will proceed concurrently.

The following contract modifications will allow for the preparation of the documents necessary for the state and federal environmental clearance of the LPA and allow for the development of additional communications, community outreach, and public participation programs to support environmental clearance of the LPA.

- > **Contract Modification No. 12 to Contract No. AE67085000:** HTA will lead the development of the Recirculated Draft EIR and associated efforts.
- > **Contract Modification No. 4 to Contract No. PS68039000:** Arellano Associates will continue to provide strategic communications services and community outreach and engagement to support the project through the environmental phase.

Next Steps

- > Staff will execute Contract Modification No. 12 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase.
- > Staff will execute Contract Modification No. 4 to Contract PS68039000 with Arellano Associates to provide additional strategic communications and community participation services during the environmental phase.



**Board Report**

File #: 2025-0810, **File Type:** Informational Report**Agenda Number:** 11.

**PLANNING & PROGRAMMING COMMITTEE
MAY 20, 2026****SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND POLICIES****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE status report on development and implementation of the Metro Transportation Demand Management (TDM) Master Plan and Policies (Master Plan).

ISSUE

In response to Board direction, staff has developed a Transportation Demand Management Master Plan and Policies (Attachment A) to address mobility demand in the greater Los Angeles region and to provide a TDM roadmap supporting the 2028 Olympic and Paralympic Games (2028 Games) as indicated in the 2028 [Mobility Concept Plan <https://metro.legistar.com/LegislationDetail.aspx?ID=5384380&GUID=A7941CC9-69D0-46E1-842A-822685203AFC&Options=&Search=&FullText=1%5d>](https://metro.legistar.com/LegislationDetail.aspx?ID=5384380&GUID=A7941CC9-69D0-46E1-842A-822685203AFC&Options=&Search=&FullText=1%5d).

BACKGROUND

In October 2017, the Board approved Motion 36 by Directors Garcetti, Dupont-Walker, and Butts (Attachment B), directing staff to explore and implement a markedly expanded role for Metro as a leader in TDM in Los Angeles County by creating a robust and comprehensive TDM program. Following the Board action, Metro established a regional TDM Policies and Program team (TDM team) in 2018.

In October 2022, the Board awarded a contract for the [TDM Master Plan <https://boardagendas.metro.net/board-report/2022-0465/>](https://boardagendas.metro.net/board-report/2022-0465/) to develop a comprehensive plan and recommend implementable policies and programs to map out TDM in Los Angeles County. This plan will expand TDM support services beyond large businesses and envision a program that comprehensively services all regional constituents.

In 2023, Metro launched a study to evaluate commuter mobility behavior and all existing Metro TDM policies, products, and available incentive programs that supplement transit services and other mobility options. The study includes rigorous research and analysis to ensure an approach that was grounded in data and aligned with the real needs of LA County's diverse communities. This analysis includes a review of the most effective strategies for reducing vehicle miles traveled (VMT) and encouraging behavior change. Key findings from the research indicate that Metro's TDM strategy

needs to extend beyond reducing single-occupancy vehicle commute trips to also promote multimodal flexibility through education about all available travel options and ensure Metro's transit stations and mobility hubs are part of community members' daily life. This approach responds to and advances Metro's Vision 2028 Strategic Plan, which includes among its goals the need to "provide high-quality mobility options that enable people to spend less time traveling", "deliver outstanding trip experiences for all users of the transportation system, and enhance communities and lives through mobility and access to opportunity".

Staff conducted internal and external stakeholder engagement to support the development and evaluation of the TDM Master Plan and Policies. In June 2023 staff reached out to all 88 cities, Los Angeles County, councils of governments within the county, the Southern California Association of Governments (SCAG), local transit agencies, Transportation Management Associations, and the South Coast Air Quality Management District to offer two choices for participation in the plan's development: complete a survey by email and/or participate in a virtual, 30-minute meeting with staff to discuss regional TDM topics in depth. Staff received 60 responses to the survey and conducted 28 in-person interviews, the results of which were compiled and evaluated to help inform staff's approach to developing the TDM Master Plan and Policies. Internally, staff consulted with colleagues from the First/Last Mile Planning, Customer Experience, Office of Strategic Innovation, Shared Mobility, Transit Access Pass (TAP), Geographic Information Systems (GIS), Commuter Services, Mobility Corridors, and Transit Oriented Communities teams in July 2023, conducting interviews to help shape the purpose and design of the plan, including potential partnerships and ongoing program coordination across departments.

DISCUSSION

Mobility demand in the greater Los Angeles region is rapidly evolving. More than two-thirds of trips in LA County are for social, recreational, dining, shopping, or errands, and over half of all trips are less than four miles. This presents a major opportunity to reduce car dependency and reshape transportation demand. The primary goal of the TDM Master Plan and Policies is to move people forward-not just physically, but in their ability to get more things done in life with fewer car trips.

Furthermore, the upcoming 2028 Games offer a unique catalyst to not only enhance mobility for the duration of the event but also to use TDM strategies to create lasting, positive changes in transportation behaviors. The TDM Master Plan and Policies envision the 2028 Games as a launchpad for reshaping how Angelenos move throughout the region, encouraging long-term behavior shifts away from car dependency to more efficient, accessible, and sustainable transportation options. With the 2028 Games two years away, this is a critical time to educate and motivate people traveling throughout Los Angeles County to adopt multimodal trip planning for daily commuting, leisure trips, and errands.

As such, it is crucial for Metro to re-envision the TDM program, including robust outreach to educate and encourage people using personal vehicles in Los Angeles County to transition to multimodal mobility options such as transit, vanpool, carpool, walking, biking, micro-mobility, and other options besides driving alone.

As the commute shed of the Los Angeles region expands beyond the LA County limits, Metro coordinates TDM efforts for the 2028 Games with SCAG, which serves as the lead agency for the 2028 Games TDM efforts and chairs the Games Mobility Executives (GME) Regional Passenger and Freight TDM Subcommittee, with participation from the counties of Orange, Riverside, San Bernardino, and Ventura. Metro's TDM Master Plan will support SCAG's recently approved Regional TDM Approach, which is aligned with the direction of the Master Plan but is focused specifically on the unique travel-demand challenges associated with the 2028 Games and the broader multi-county travel shed. SCAG's baseline VMT reduction goal set in 2017 was 15%; Metro's TDM Master Plan reflects a goal of increasing transit trips and reducing single-occupancy vehicle trips by 20% before the 2028 Games, as substantiated by more recent modeling conducted by LA28.

TDM Master Plan and Policies Initiatives

Staff incorporated the findings and results of the engagement process conducted in 2023 to develop a new regional TDM Master Plan and Policies. The TDM Master Plan and Policies introduces five initiatives targeted at TDM solutions to support multimodal mobility that, if implemented as a complete plan countywide, is estimated to achieve an estimated 20% reduction in VMT in Los Angeles County. These initiatives and the TDM strategy are summarized below:

- Mobility Hub Activation and Community Engagement:
 - **Scope:** Activating communities around planned mobility hubs to boost walking and biking for short trips, alongside connections to transit for longer trips.
 - **Projected program budget:** \$3.1 million
- Fostering Multimodal Kids for the Future:
 - **Scope:** Engaging kids and parents in walking, biking, and transit will help create a future generation that embraces multimodal travel habits.
 - **Projected program budget:** \$0. Due to budget constraints, this program has been folded into Mobility Hub Activation and Transit Corridor Zones.
- New Transit Corridor Zones:
 - **Scope:** Engaging residents and businesses near new transit and active transportation corridors to help them discover how these services can improve their daily lives.
 - **Projected program budget:** \$3.5 million
- On-Demand Shared Mobility:
 - **Scope:** Engaging residents in areas with limited transit access by offering incentivized, on-demand shared mobility options that make travel easier and more affordable.
 - **Projected program budget:** \$2.2 million
- Transit Tourism:
 - **Scope:** Promoting transit-accessible destinations to tourists and locals, reducing vehicle demand, and promoting car-free tourism ahead of the 2028 Games.

- **Projected program budget:** \$2.4 million

Each program's projected budget reflects the higher end estimate to fully implement it across LA County; collectively, the cost to implement this entire program over three years is estimated at \$11,295,606 million. Staff built flexibility into the plan's implementation so that elements of these initiatives can be delivered over time as resources are acquired, thus achieving regional benefits from TDM programs incrementally.

To assist in achieving the goal of reducing LA County's VMT by 20%, the TDM Master Plan and Policies recommend that Metro continue supporting commuters through large-employer transportation coordinators for daily commute efforts. The plan also recommends that Metro expand its TDM outreach and programs to include leisure, errand, tourist, and alternative trips, by promoting greater transit use and educating non-transit users about all their mobility options rather than driving alone. Further effort should also be put into connecting with non-transit users in Equity Focus Communities.

DETERMINATION OF SAFETY IMPACT

Accepting and implementing the TDM Master Plan and Policies will not create any direct safety impacts.

Recommendations within the TDM Master Plan and Policies include coordinated policies and resources that address safety for pedestrians, bicyclists, transit riders, shared mobility users, and students to encourage residents and visitors to use active travel for both recreation and daily needs.

EQUITY PLATFORM

The TDM Master Plan focuses on neighborhoods near rail lines and mobility hubs. The approach is a grassroots neighborhood outreach plan that provides communities with mobility education, trip planning and incentives to increase their mobility options. Equity in the TDM Master Plan and Policies means ensuring that everyone can:

Access quality transportation options

Providing more ways for people to travel, whether by walking, biking, transit, or shared mobility options, especially in areas that are underserved by transit or lack safe, walkable streets.

Get around at reduced cost

Residents in low-income communities often spend a higher proportion of their income on transportation. TDM aims to reduce this burden through programs like discounted transit passes, carpool incentives, and shared mobility options.

Connect to essential services

Not everyone can easily reach jobs, healthcare, or schools. The five TDM initiatives in this strategy target specific areas and communities, ensuring that everyone has better access to the places they need to go.

The five TDM initiatives in this strategy are specifically designed to meet the unique needs of different parts of the county by implementing incentives and targeted outreach in the neighborhoods of more than 100 rail stations and 13,000 bus stops, promoting transit, as well as other available multi-modal options and ensuring that people can benefit from the programs no matter where they live. Some communities may need better access to shared mobility services, while others may need safer routes to schools or more transit options for daily errands. By aligning initiatives to the context and needs of each area, the strategy positions the TDM program to provide the best-fit support possible in every area. The dynamic carpool program specifically targets areas the Lancaster Palmdale area as those parts of the county are not as transit-rich. Incentivized dynamic carpooling is a lower cost on demand option than TNCs or driving alone.

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. These declining VMT trends are 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. All Board items are assessed for their potential impact on VMT to ensure continued progress.

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 TDM incentives and policies that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multimodal initiative is to decrease VMT.

Initiative 1: Mobility Hub Activation, 50 million VMT reductions annually.

Initiative 2: Multimodal Kids, 504,000 VMT reductions annually (implementation will be part of initiatives 1 and 3).

Initiative 3: New Transit Corridors, 90 million VMT reductions annually.

Initiative 4: On-Demand Shared Mobility, 70 million VMT reductions annually.

Initiative 5: Transit Tourism, 20 million VMT reductions annually.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001 and 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; and
3. Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

To support implementation of the TDM Master Plan and Policies for the 2028 Games, Metro will partner with SCAG. Metro will initially implement the TDM Master Plan and Policies as targeted pilot projects and conduct stakeholder outreach. After completion, staff will review all the data collected from the pilot program. If the pilot analysis indicates effective VMT reduction based on the recommended five initiatives, the pilot will be expanded to serve the entire region.

ATTACHMENTS

Attachment A - Transportation Demand Management Master Plan and Policies

Attachment B - Motion 36 - Countywide Transportation Demand Management

Prepared by: Jacquilyne Brooks de Camarillo, Senior Manager, (213) 547-4335
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4272
Seleta Reynolds, Chief Innovation Officer, (213) 922-4098
Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie Wiggins
Chief Executive Officer



Board Report

File #: 2017-0715, File Type: Informational Report

Agenda Number: 36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

TRANSPORTATION DEMAND MANAGEMENT

WE, THEREFORE, MOVE that the Board direct the CEO to:

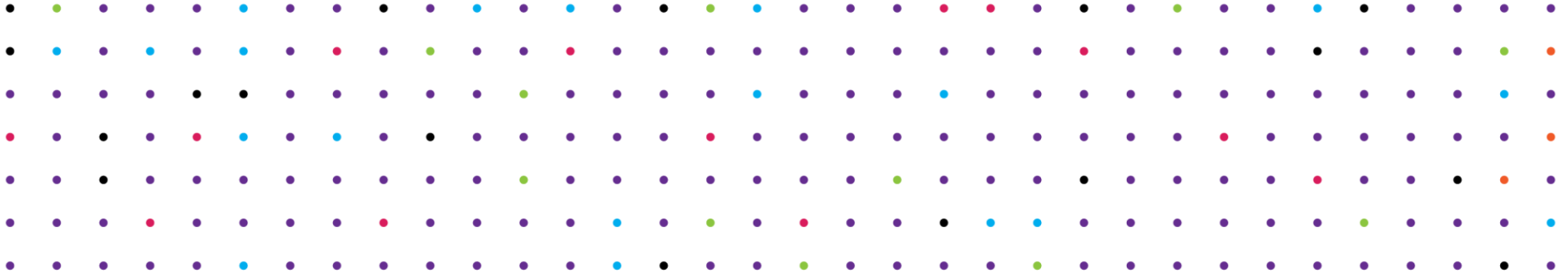
- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
 7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
 8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
 9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420 150 days.

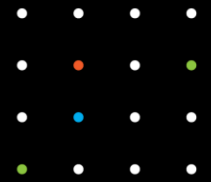
KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)

PLANNING AND PROGRAMMING COMMITTEE
BOARD REPORT # 2025-0810

TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND POLICIES

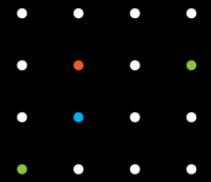


RECOMMENDATION



RECEIVE AND FILE status report on development and implementation of the Metro Transportation Demand Management (TDM) Master Plan and Policies (Master Plan)

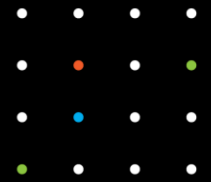




Staff have developed a Transportation Demand Management Master Plan and Policies to address mobility demand in the greater Los Angeles region and to provide a TDM roadmap supporting the 2028 Olympic and Paralympic Games (2028 Games) as indicated in the 2028 Mobility Concept Plan.

The goal of implementing the Master Plan and Policies is to reduce vehicle miles traveled (VMT) in Los Angeles County by 20% before the 2028 Games as established by SCAG and LA 28.

DISCUSSION



TDM Master Plan and Policies Initiatives

New Transit Corridors & Mobility Hubs: Engaging with communities around planned mobility hubs and new transit lines to increase transit use as well as multi-modal trips.

Fostering Multimodal Kids for the Future: Engaging kids and parents in walking, biking, and transit to create a future generation that embraces multimodal travel, implemented as a part of New Transit Corridors and Mobility Hubs.

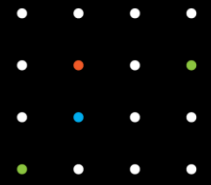
On-Demand Shared Mobility: Engaging residents in areas with limited transit access by offering incentivized, on-demand carpooling as a less expensive option to driving alone.

Transit Tourism: Promoting transit-accessible destinations to tourists and locals, reducing vehicle demand ahead of the LA28 Games.

Total Budget: \$11.295 million, funded by a \$10 million CMAQ grant



NEXT STEPS



To support implementation of the TDM Master Plan and Policies for the 2028 Games, Metro will partner with SCAG, which is coordinating the TDM subcommittee of the Games Mobility Concept Plan (MCP). Metro will initially implement the TDM Master Plan and Policies as targeted pilot projects and conduct stakeholder outreach. After completion, staff will review all the data collected from the pilot program. If the pilot analysis indicates effective VMT reduction based on the recommended five initiatives, the pilot will be expanded to serve the entire region.

