



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/) <<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.

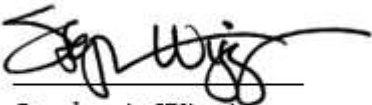
As part of the implementation of the community engagement program, staff will work with the relevant City of Los Angeles council offices and the Metro Board Directors who represent the areas directly impacted by Modified Alternative 5 to identify resident community groups and other stakeholders within 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

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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:		Contract Award Amount:	\$4,861,759
	Notice to Proceed (NTP):	12/03/20	Total of Modifications Approved:	\$0
	Original Complete Date:	12/18/20	Pending Modifications (including this action):	\$2,287,508
	Current Est. Complete Date:	07/14/25	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%
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	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%
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	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.

