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3rd Floor, Metro Board Room*

**Agenda - Final**

**Wednesday, May 14, 2025**

**11:00 AM**

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**Planning and Programming Committee**

*Jacquelyn Dupont-Walker, Chair*

*Hilda Solis, Vice Chair*

*Lindsey Horvath*

*Holly J. Mitchell*

*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.

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

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

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

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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.

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

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**323.466.3876**

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x8 *Հայերէն (Armenian)*

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**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 14, 2025; you may join the call 5 minutes prior to the start of the meeting.

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

### **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 14 de Mayo de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

### **Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

10. **SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR  
SEGMENT B**

[2025-0141](#)

### **RECOMMENDATION**

#### CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and
- D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

**Attachments:**      [Attachment A - Map of Segment B](#)  
                                 [Presentation](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

11. **SUBJECT: HIGH DESERT CORRIDOR FY26 WORK PROGRAM**

[2025-0166](#)

### **RECOMMENDATION**

#### CONSIDER:

- A. APPROVING \$11,937,350 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 2026 (FY26) work program; and

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- 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 JPA Funding Request](#)  
                              [Attachment B - HDC Corridor Map](#)  
                              [Attachment C - Metro Board Actions in Support of HDC](#)  
                              [Attachment D - HDC JPA FY26 Work Program Budget Detail](#)  
                              [Presentation](#)

12.    **SUBJECT:      FIRST/LAST MILE PLAN FOR THE NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT**      [2025-0167](#)

**RECOMMENDATION**

ADOPT the First/Last Mile Plan for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (Attachment A).

**Attachments:**      [Attachment A - FLM Plan for N. Hollywood - Pasadena BRT Corridor](#)  
                              [Attachment B - FLM Plan for N. Hollywood - Pasadena BRT Corridor - Apdx.](#)  
                              [Attachment C - N. Hollywood - Pasadena BRT Corr. FLM Station ID Anlys. Sum](#)  
                              [Presentation](#)

13.    **SUBJECT:      MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION**      [2025-0244](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**Attachments:**      [Attachment A - Subregional Equity Program Project List](#)  
                              [Attachment B - Active Transp. 1st/Last Mile Connections Prog. Proj. List](#)  
                              [Presentation](#)

14. **SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR**

[2025-0324](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

**Attachments:**      [Attachment A - Metro Board Motions](#)  
                                 [Attachment B - DEOD Summary](#)  
                                 [Attachment C - Procurement Summary](#)

(CARRIED OVER FROM APRIL'S COMMITTEE CYCLE)

15. **SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE**

[2025-0376](#)

**RECOMMENDATION**

CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements, in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements; and
- C. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

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16. **SUBJECT: SOUTHEAST GATEWAY LINE SLAUSON / A LINE TO LOS ANGELES UNION STATION STUDY UPDATE** [2025-0106](#)

**RECOMMENDATION**

RECEIVE AND FILE status report on the Southeast Gateway Line Slauson/A Line to Los Angeles Union Station (LAUS) Study.

**Attachments:** [Attachment A - SGL Slauson/A Line to LA Union Station Study Executive Sum.](#)  
[Attachment B - Motion 10](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

17. **SUBJECT: SOUTHEAST GATEWAY LINE PHASE 2 - CREATING HOUSING AND OPPORTUNITY THROUGH TRANSPORTATION AND PARTNERSHIP MOTION** [2025-0419](#)

**RECOMMENDATION**

APPROVE Motion By Solis, Bass, Hahn and Yaroslavsky that the Board adopts a position supporting the City of Los Angeles and the County of Los Angeles in their efforts to establish an Enhanced Infrastructure Financing District (EIFD) along portions of the project's alignment.

WE FURTHER MOVE that the Board directs the CEO to:

- A. At the commencement of the environmental review for the project direct staff to:
1. Prioritize investigations for the LAUS segment that includes an underground alignment through downtown Los Angeles north of the 1-10 freeway;
  2. Ensure that persons staying in the Skid Row area, and other housing-insecure residents living along the alignment, have access to housing and supportive services during project construction;
- B. Direct staff to coordinate with the City of Los Angeles and the County of Los Angeles in their efforts to establish an EIFD to:
1. Provide an additional funding source for the LAUS through Downtown Los Angeles segment, either as a repayment source for Metro's financing or to offset project costs; and
  2. Through a framework that is centered on community benefits, discuss and collaborate on all future potential transit-oriented developments, first/last mile planning and implementations, and affordable housing and joint development opportunities.

**SUBJECT: GENERAL PUBLIC COMMENT**

[2025-0358](#)

RECEIVE General Public Comment

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

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

**Adjournment**



## Board Report

File #: 2025-0141, File Type: Project

Agenda Number: 10.

**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**MAY 14, 2025**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**MAY 15, 2025**

**SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR SEGMENT B**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction (s) to implement Segment B; and
- D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

**AMENDMENT BY DUTRA, HAHN, MITCHELL, AND SOLIS:**

- E. Seamless Transition from Segment A to Metro A Line Slauson Station to Segment B:
  - 1. Coordinate with the project sponsors to evaluate the feasibility of extending Segment A east past Long Beach Ave. to Santa Fe Ave. for a more seamless connection to the Metro Slauson A Line Station and Segment B starting on Randolph Street;

2. Coordinate with the County of Los Angeles to enhance the connection within their jurisdiction between Segment A and Segment B that includes, but is not limited to:
  - a. Improved railroad tracks and pavement infrastructure for cyclists to cross safely at the intersection of Randolph and Holmes;
  - b. Improved bikeway intersection design at Randolph and Holmes that minimizes potential conflicts with vehicles and increases bicyclist and other vulnerable roadway user visibility and safety, incorporating NACTO-recommended intersection design treatments, like physical barriers, pavement materials, and pavement striping, to enhance safety and comfort for people of all ages and abilities, including the use of protected bike lanes, toucan crossings/"crossbikes," and any other potential best practice interventions; and
  - c. Improved connection from the end of Segment A and start of Segment B based on user experience and feedback.
- F. Secure Additional Funding: Coordinate with the project sponsors to identify and evaluate potential local, state, federal, and private funding sources to support the integration of the below enhancements into the current Rail to River Segment B and Randolph Corridor Active Transportation Project scopes. This includes, but is not limited to, programs such as Active Transportation Program (ATP), Safe Streets and Roads for All (SS4A), San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy Proposition 4 funds, and regional discretionary grant opportunities that align with the project delivery schedule.
- G. Additional Priority Improvements: Coordinate with project sponsors to evaluate improvements that have community and project sponsor support that may be competitive for additional funding allocations such as:
  1. Safe biking and walking infrastructure, including Class II bike lanes and wider sidewalks to better address pedestrians, bicyclists, and Metro bus and rail riders needs;
  2. Enhanced lighting to improve visibility and public safety;
  3. ADA accessibility throughout the corridor;
  4. Updated traffic signals with dedicated bicycle and pedestrian improvements;
  5. Clear and consistent wayfinding and safety signage for all users; and
  6. Greening/landscaping and street trees.
- H. City Outreach: Coordinate with the project sponsors to conduct focused outreach and engagement with the cities directly impacted by Segment B, including Huntington Park, Bell, Maywood, and Commerce, and request that the cities of Huntington Park and Bell consider

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adopting Class II or Class IV bike lanes to improve bicyclist and pedestrian safety and to improve facility consistency. Summarize key feedback and priorities from these meetings and report back to the Board in September 2025.

- I. Coordination with the Southeast Gateway Line: Report back to the Board in September 2025 on how planning for Segment B is being coordinated with the Southeast Gateway Line program management team to ensure alignment in design, land use integration, and multimodal connectivity.

## **ISSUE**

Due to the overlapping project limits and similarities in scope between Metro's Segment B project and the AT project led by the City of Commerce on behalf of the cities of Huntington Park, Bell, and the County of Los Angeles, Metro staff and these jurisdictions have reached a consensus on a partnership to complete environmental clearance and continue with design coordination. The local jurisdictions would construct, operate, and maintain the new facilities.

Additionally, Metro staff have been working on the conceptual design and environmental clearance of the Segment B Project. Board approval of the proposed Segment B project is required for Metro to file a Notice of Exemption (NOE) and satisfy CEQA requirements for environmental clearance. Board approval is also required for Metro to program the funds to the local jurisdictions to implement Segment B, and for the CEO or her designee to execute all necessary agreements and/or amend an existing funding agreement with one or more local jurisdictions to complete the Segment B work.

## **BACKGROUND**

In October 2012, the Board approved a motion directing staff to consider implementing an active transportation corridor as an intermediate use for the Metro-owned Harbor Subdivision rail right-of-way (ROW). In October 2014, after the completion of the Rail to River Intermediate Active Transportation Corridor Feasibility Study (Feasibility Study), the Board directed staff to move forward with the study recommendations, including completing the project in two phases. The first phase, Segment A, is the Rail to Rail component that uses primarily Metro-owned rail ROW along Slauson Avenue to connect the K Line Fairview Heights Station to the A Line Slauson Station (approximately 5.6 miles). This first segment is currently under construction and opening is anticipated in Spring 2025.

The second phase, Segment B, is the Rail to River component extending the project 4.3 miles further east from the A Line Slauson Station to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell (See Attachment A). The Feasibility Study recommended a detailed alternatives analysis for Segment B due to multi-jurisdictional collaboration and coordination needs, current and planned land uses, Los Angeles River master planning, and design constraints.

In April of 2017, Metro staff completed an Alternatives Analysis (AA) and the Board approved staff's recommendation to select Randolph Street for Segment B. The AA examined corridors identified from

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the Feasibility Study: Malabar Corridor; Southern California Edison Utility Corridor; Slauson Avenue; and Randolph Street. The Randolph Street alternative ranked high in the technical analysis and was favored by the community and the local agencies. The Cities of Huntington Park, Vernon, Bell, and Maywood submitted letters of support for the Randolph Street alternative. In addition, extensive and comprehensive outreach was conducted to solicit feedback on the alternatives, including three Technical Advisory Committee (TAC) meetings with local agency representatives, three Community Advisory Committee (CAC) meetings with local community-based organizations, and six community meetings with the public.

Segment B was originally envisioned to share a segment (approximately 2.3 miles) of the railroad ROW in the median of Randolph Street with the Union Pacific Railroad and the future Southeast Gateway Line (SGL) light rail project. However, after further design of the SGL project, it became clear that the existing railroad ROW could not accommodate the existing freight tracks, the future SGL project and Segment B. As a result, Metro conducted a Supplemental Alternatives Analysis (SAA) to re-evaluate Randolph Street and identify additional on-street options for Segment B active transportation improvements.

In addition to reconsidering Randolph Street, the SAA evaluated parallel streets such as Gage Avenue and analyzed a mixture of hybrid street alignments (combinations of neighborhood streets with Randolph Street). Over the course of the analysis, coordination with the SGL project team provided additional insight into the ROW constraints of Randolph; after completion of SGL and the Pacific/Randolph station, Randolph's two existing traffic lanes will be reduced to one lane in each direction between Holmes Avenue and State Street. Acknowledging SGL's improvements, the SAA recommended an interim bike lane condition on Randolph Street that would need to be redesigned into a longer-term shared lane bike route condition following the implementation of SGL. Despite these constraints, Randolph Street alternative became the staff recommendation, with high scores for minimal environmental impacts, ability for permitting and coordination streamlining, and alignment with planned projects. Randolph Street continued to have strong support from the cities, with renewed letters of support from the Cities of Huntington Park and Bell, and a new letter of support from the City of Commerce. Similar to the AA phase, robust outreach was conducted during the SAA phase to inform analysis, including five Technical Working Group (TWG) meetings with local agency representatives, three CAC meetings with local community-based organizations, six community meetings with the public, and over fifteen briefings with the local agencies. In August 2022, the Board received the SAA findings and approved maintaining Randolph Street as the preferred alignment for Segment B, with proposed active transportation improvements to be located in the street.

Prior to the Board's continued support of Randolph Street as the preferred alignment for Segment B, the City of Commerce, acting as the lead agency, secured \$6,703,891 in Metro Active Transport (MAT) Cycle 1 grant funding for the AT Project. The AT Project includes a wide range of bicycle and pedestrian improvements along Randolph Street, including, but not limited to, bike lanes, ADA curb ramps, signal improvements, high-visibility crosswalks, and lighting. The project limits for the AT Project overlap with Segment B from the Slauson A Line Station to the L.A. River and extends eastward beyond Segment B an additional 2.3 miles into the City of Commerce.

Although this project is distinct from Segment B, both projects share similar goals, objectives,

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scopes, and project boundaries for active transportation improvements on Randolph Street. Consequently, Metro staff coordinated with the AT Project team to avoid duplication of efforts and to create a high-quality, regional active transportation corridor along Randolph Street, particularly considering the similarities in goals and objectives for AT improvements.

In April 2024, the Board adopted the LB-ELA CMIP along with its recommendations for programming the \$743 million in Measure R and M funds assigned to I-710 South improvements to fund an array of multimodal projects and programs that were identified, developed, and prioritized through an extensive two-and-a-half-year community and stakeholder engagement process guided by the principles of equity and sustainability and shaped by the consensus goals of air quality, community, environment, mobility, opportunity, prosperity, and safety. Segment B was identified in the Board adopted LB-ELA CMIP as an Initial Investment Priority and identified \$3.15 million in Measure R funding. Prior to the adoption of the LB-ELA CMIP, Segment B had no designated funding for implementation.

## **DISCUSSION**

As the owners and operators of local streets, the cities and LA County have authority over projects within their jurisdiction. In May and June 2024, during design coordination meetings with the local jurisdictions (including the City of Maywood), the Segment B team presented various dedicated bikeway design concepts along the corridor for their feedback and approval. These design concepts included improvements on both the north and south sides of Randolph Street (Randolph Street is divided by Union Pacific Railroad in the center median).

During the design coordination, the jurisdictions expressed a preference for the bicycle and pedestrian improvements being planned as part of the AT Project. However, the jurisdictions also supported Metro's proposal for a new bicycle and pedestrian ramp connection to the existing L.A. River Bicycle Path in the City of Bell to complement and complete the AT corridor between the Metro A Line Slauson Station and L.A. River. Metro did not propose AT improvements in the City of Commerce since the Segment B limits end at the western bank of the L.A. River. With the addition of the new ramp connection in the City of Bell, Metro staff believe the AT improvements included in the AT Project plans fulfill the goals and objectives of the Segment B project.

The collaboration carried out for these combined AT improvements enables the local jurisdictions to prioritize enhancements that best meet their community's needs, promote efficiency in design and construction, and provide an opportunity for the City of Huntington Park to maximize their 3% local match contribution for the SGL project.

### **Randolph Corridor Active Transportation (AT) Project**

The AT Project is a multi-jurisdictional active transportation improvements project that spans approximately seven miles across the cities of Commerce, Bell, Huntington Park, and unincorporated Los Angeles County. The project aims to improve pedestrian and bicycle safety by creating a network of active transportation facilities that enhance mobility, accessibility, and safety for all road users. The project includes the implementation of various bicycle and pedestrian improvements, ensuring compliance with the Americans with Disabilities Act (ADA), and incorporating sustainable design

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elements where possible. The project includes approximately 3.5 miles of dedicated on-street bike lanes, 1.3 miles of bike routes, 1.1 miles of shared use paths, ADA-compliant curb ramps at 20 intersections, high-visibility crosswalks at 22 intersections, and pedestrian-scale lighting improvements.

The future SGL project overlaps with the AT/Segment B Corridor for approximately two miles along Randolph Street from the Slauson A Line station to Bissell Place in the City of Huntington Park and unincorporated Los Angeles County. When construction of the SGL project begins in this segment, Randolph Street and some AT project elements, including the bike lanes planned by the AT Project (between Holmes Avenue and Passaic Street), are expected to be modified to accommodate the light rail tracks. Coordination among the City of Huntington Park, the County of Los Angeles, and the SGL project team will continue on an ongoing basis to determine the final set of improvements within the new roadway configuration along Randolph Street between Holmes Avenue and Passaic Street.

The AT project is currently in the design phase with construction anticipated to begin in late 2025 or early 2026. Project opening is anticipated in 2026 or 2027.

#### Segment B Pedestrian/Bicycle Ramp

Currently, there are two existing access points to the L.A. River Bicycle Path at Randolph Street. The northern access point in the City of Maywood has a fenced, paved, and gently sloping ramp connection to the river. The southern access point in the City of Bell, however, is unfenced, unpaved, and steep. Users connecting to the L.A. River Bicycle Path from the southern side of Randolph Street (where the AT Project is proposing improvements) would face unsafe conditions as they transition from the roadway to the existing active transportation facilities along the L.A. River Bicycle Path. Segment B's proposed pedestrian/bicycle ramp will meaningfully improve the safety of the southern access point by making a wide, paved, ADA-compliant connection to the L.A. River Bicycle Path.

As part of the joint partnership, the cities will continue designing and constructing the active transportation improvements included in the AT Project. Meanwhile, Metro will focus on the design and environmental clearance for the new ramp connection to the L.A. River Bicycle Path, including coordination with Union Pacific Railroad and the Army Corps of Engineers. For the pedestrian and bicycle ramp connection, coordination between the City of Bell, the AT project, and Metro will determine the appropriate agency to construct the ramp. After construction, the City of Bell will be responsible for maintaining the ramp.

#### Project Cost Estimates & Funding

The total cost estimate for the active transportation improvements planned to-date along Randolph Street is approximately \$10.2 million (in 2024 dollars) with approximately \$8.7 million attributed to the AT Project and approximately \$1.5 million for Segment B. Combined, Metro and the local jurisdictions have identified approximately \$11.85 million in funding for these improvements, including the following sources: Metro has identified \$3.15 million for Segment B through the LB-ELA CMIP; the City of Commerce (serving as the lead agency for the AT Project) has received \$6.7 million from the MAT Cycle 1 grant program for active transportation improvements along Randolph Street; and the cities and County are collectively contributing an additional \$2 million in local funds.

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Based on preliminary cost estimates and identified funding, staff does not anticipate the need for additional grant funding but will continue to work with the grant awardees of the MAT Cycle 1 grant program and the ELA-LB CMIP, in providing grant oversight and support as design and cost estimates continue to advance.

Board approval of the proposed project for Segment B and the programming of the LB-ELA CMIP funds will accelerate the overall project schedule, including implementation before the 2028 Olympic and Paralympic Games. It also will allow for the cities' qualifying active transportation improvements included in the First/Last Mile plan for the SGL project to be considered as potential eligible contributions towards the City of Huntington Park's Measure M 3% Local Contribution for the SGL project. NOTE: Metro is not responsible for any operations and maintenance costs.

#### Stakeholder and Community Outreach

The current design of the AT improvements along Randolph Street are consistent with the plans shared with the communities during the Alternatives Analysis and SAA phases. Multiple rounds of community meetings were conducted during these prior studies to receive community feedback on the preferred alignment and types of improvements to be included.

As part of this phase of the project, an outreach plan was developed to engage residents and stakeholders from the unincorporated community of Florence/Firestone in Los Angeles County and the cities of Huntington Park, Bell, Maywood, and Commerce. As part of this effort, three community meetings (two in-person and one virtual) were held in February and March 2025 to provide a project update to the public and solicit their feedback. Over 30,000 notices were distributed to promote the community meetings with a digital campaign via Metro's Gateway Cities regional newsletter, monthly Community Relations newsletter, website and helpline recording updates. The meetings were held jointly with the AT team in partnership with the County of Los Angeles and the Cities of Huntington Park, Bell, and Commerce. All meetings and meeting materials were provided in both English and Spanish. Through these efforts, more than 160 people joined the meetings and provided meaningful engagement and feedback.

The project also partnered with nine local Community-Based Organizations (CBOs) to promote the meetings and raise awareness of the active transportation improvements planned for Randolph Street as a result of both projects. These partnerships allow Metro to reach a wider audience and gain valuable insights and inclusive feedback from these equity-focused communities. Meeting notices were distributed: door-to-door to those with limited digital access, and using direct mail to property owners/landlords who may not physically reside at the address.

Additionally, fact sheets and meeting notices were made available at 134 local businesses and public facilities, including city halls, libraries, schools and other highly visited public spaces. Additional engagement activities included sharing information at seven pop-up events and conducting transit intercept surveys at seven locations. A toolkit with copy-ready content including social media, was also distributed to key stakeholders and CBO partners. The goal of these collective outreach efforts help Metro ensure that we are reaching all interested community groups and stakeholders, businesses, property owners, and tenants/residents.

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## **DETERMINATION OF SAFETY IMPACT**

The recommended actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning phase and no capital or operational impacts result from this Board action.

## **FINANCIAL IMPACT**

The Rail to River Segment B receives \$3.15 million funding from LB-ELA CMIP project, which is funded from the Measure R Highway Capital sub fund for the I-710 Early Action Project in Cost Center 0441.

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

### **Impact to Budget**

\$500,000 for Rail to River Segment B is included in the FY26 Proposed Budget under the new project (NewLBELACMIP) that will be established for the LB-ELA CMIP effort. The fund source of fund for this action is Measure R 20% Highway Funds, which is not eligible for transit capital or operations expenses.

## **EQUITY PLATFORM**

The Segment B project is anticipated to benefit marginalized communities by investing in and advancing active transportation improvements in historically underserved, low-income communities of color. Based on the 2022 Equity Focus Community (EFC) criteria, the entire (100%) project corridor is located in EFCs. The project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below \$41,500 (the median income for a three-person household). The area is predominantly Hispanic, comprising 94.6% of the population, with 2.2% of the population identifying as Black. Additionally, due to all of the outreach efforts conducted to date, the key stakeholders and communities along the corridor have consistently expressed their preference for active transportation improvements along Randolph Street. Overall, the project furthers needed investment and advancement of transportation solutions, particularly for communities of color and low-income population areas.

## **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

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item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Specifically, this item will extend the nearly completed Segment A project, also referred to as Rail to Rail - which provides six miles of a protected active transportation corridor - with an additional four miles of AT improvements that will connect to the Los Angeles River. 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 Segment B project will achieve bike and pedestrian improvements, connect to transit, and grow and expand active transportation in South LA and Southeast LA County. The project supports the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity; and
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization

### **ALTERNATIVES CONSIDERED**

The Board could elect not to approve the Segment B project. However, this is not recommended as the coordination with local jurisdictions offers an opportunity to advance the implementation of the Project on schedule with other complementary AT improvements being planned in the corridor. In addition, the approval of Segment B provides the City of Huntington Park additional potential credit towards the Measure M 3% Local Contribution for the SGL project. Secondly, the Board could elect not to approve the programming of the LB-ELA CMIP funds. However, this option is not recommended as the programmed amount has already been approved by the Board with the adoption of the LB-ELA CMIP in April 2024. Furthermore, not approving the item will delay the development of the project and completion may not occur before the 2028 Games.

### **NEXT STEPS**

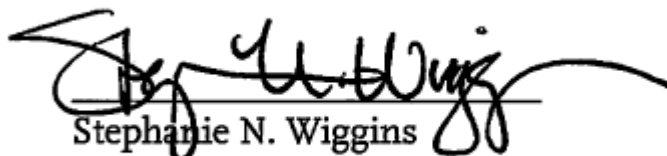
Upon Board approval, staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the AT Project. Staff will work with the local jurisdiction(s) to program the \$3.15 million from the LB-ELA CMIP and to develop or amend the necessary funding agreement.

### **ATTACHMENTS**

Attachment A - Map of Segment B

Prepared by: Matthew Abbott, Transportation Manager, (213) 547-4285  
Jacqueline Su, Transportation Manager, (213) 922-2847  
Akiko Yamagami, Senior Transportation Manager, (213) 547-4305  
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins  
Chief Executive Officer

# Map of Rail to River Segment B

## ATTACHMENT A





**Rail to River Active Transportation Corridor Segment B**  
Planning & Programming Committee  
Executive Management Committee

File# 2025-0141

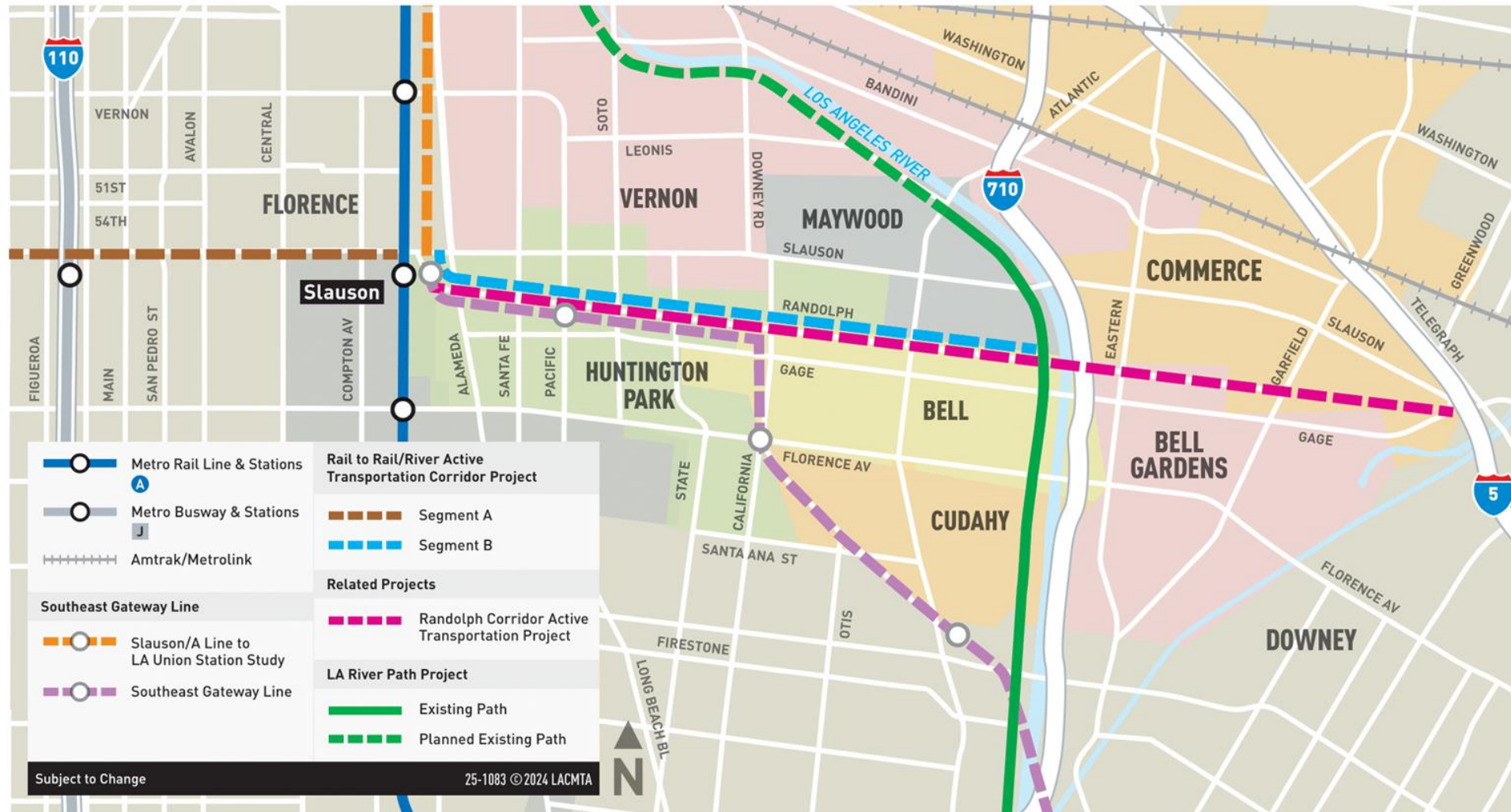
May 2025

# Recommendation

## CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project to be implemented in coordination with the Randolph Corridor Active Transportation Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and
- D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE)

# Project Map



# Randolph Corridor Partnership

- > During design development for the Segment B project, staff coordinated with jurisdictions involved with the Randolph Corridor Active Transportation Project\*
- > Given the similarities in scope and project limits, staff proposed a partnership with jurisdictions to combine planned Active Transportation improvements and:
  - Leverage resources
  - Achieve efficiencies during outreach, design and construction
  - Empower jurisdictions to prioritize improvements best suited for their communities
- > Corridor Cities to Build & Maintain Improvements
- > Feb/Mar 2025 - Held three (3) joint community meetings to provide project updates and receive community feedback
  - 164 attendees; 86 questions and 9 comments received
  - Topics within the questions/comments included: design options, maintenance, safety/security, parking impacts, and connectivity

# Proposed Active Transportation Improvements

- > Key elements include dedicated on-street bike lanes (3.5 miles), bike routes (1.3 miles sharrows), shared-use path (1.1 miles), ADA curb ramps, signal improvements, high-visibility crosswalks, and pedestrian-scale lighting



Slauson Ave to Holmes Ave



State St to LA River



LA River Bike Path Connection



Eastern Ave to Garfield Ave

# Cost/Funding, Schedule & Next Steps

Project	Cost Estimate	Funding
Rail to River Segment B	\$1.5M	\$3.15M from Long Beach – East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP)
Randolph Corridor Active Transportation Project	\$8.7M	\$8.7M; \$6.7M from Metro Active Transport (MAT) Cycle 1 grant + \$2M in local funds from cities and County
<b>Total</b>	<b>\$10.2M</b>	<b>\$11.85M</b>

## > **Schedule**

- Final Design: anticipated to be completed by December 2025
- Construction: anticipated to begin late 2025/early 2026
- Project Opening: anticipated 2026/27

## > **Next Steps**

- Staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the Randolph Corridor AT Project.
- Staff will work with the jurisdiction(s) to program the \$3.15M from the LB-ELA CMIP and to develop or amend the necessary funding agreement(s).



## Board Report

File #: 2025-0166, File Type: Budget

Agenda Number: 11.

### PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

**SUBJECT: HIGH DESERT CORRIDOR FY26 WORK PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING \$11,937,350 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 2026 (FY26) 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**

The Metro Board 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 alignment through the FRA's Corridor Identification and Development Program. The HDC JPA has requested Metro program Measure M funding for the FY26 HDC JPA work program to advance the project's planning, environmental, and advanced conceptual services (Attachment A) to support the project's advancement through the FRA planning process.

#### **BACKGROUND**

The HDMC, features the implementation of a new 54-mile east-west High-Speed Rail (HSR) alignment (the Project) 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 Measure R and Measure 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 Federal Railroad Administration (FRA) grants process known as the Corridor Identification and Development Program (CIDP), which was created in the Infrastructure Investment and Jobs Act

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(2021).

The Project will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines - California High Speed Rail Authority (CAHSR) and BLW (Attachment B). CAHSR is a State initiated program that is mandated to deliver high-speed rail 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 \$33M 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 \$33M in Measure R funds have 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 Federal Railroad Administration (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 their NEPA delegation for the CAHSR to be the lead agency of environmental review of the Project.

### 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 five years (Attachment C) 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 \$500K from the FRA for CIDP planning work (December 2023).

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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 and enter into 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 \$100K of the FRA CIDP grant to align the draft SDP with new FRA requirements. Metro will continue to work with the HDC JPA to update and finalize the SDP to submit to FRA for final approval in 2026.

The \$8 million TIRCP award combined with Metro's \$8 million local match (\$16 million total) will support advanced conceptual design and other pre-implementation activities that are part of Step 3 of the FRA CIDP.

## **DISCUSSION**

On April 17, 2025, the HDC JPA Board approved the proposed FY26 budget and work program for \$11,937,350, subject to Metro Board approval. Key activities for the FY26 work program include:

1. Completing the NEPA process - HDC JPA will work with the CAHSR, lead agency, to finalize and submit the environmental document to FRA. Once NEPA approval is received, anticipated to occur in early 2026, HDC will seek CEQA concurrence that finalizes the environmental approval process, to then achieve a Record Of Decision in late 2026.
2. Continued grant pursuits - in December 2024, the HDC JPA submitted a \$42 million Federal-State Partnership (FSP) grant application for advanced conceptual design to integrate the Project with CAHSR and BLW. The HDC JPA will await the award of grants through the FSP and will continue to pursue grant opportunities, leveraging the \$17M in grant funding provided so far, as they become available.
3. Update the SDP - HDC to provide technical analysis and support for Metro to submit the final SDP Gap Analysis to the FRA for final approval in 2026.
4. Consultant Services - HDC to provide program management, engineering, and financial advisory services, as the HDC JPA mobilizes towards 30% design, plus management of the JPA. See Attachment D for the HDC JPA FY26 work program budget detail.

## **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 right-of-way (ROW) acquisition or other project uses, and can be repurposed for appropriate project uses, as approved by the Metro Board. \$23,758,000 million of this amount has already been repurposed and programmed

in various Metro Board actions to advance the SDP, fund HDC JPA administration, and serve as local match to successful grants. Currently, there is approximately \$146.2 million available, which is eligible to be used by the HDC JPA to fund the FY26 work program, complete the Final SDP, and mobilize towards 30% design.

Recommendation A will repurpose and program \$11,937,350 in funds from the ROW acquisition to implementation of the FY26 HDC JPA work program, leaving a balance of \$134.3 million in remaining Measure M funds for future HDC JPA ROW activities.

<b>Measure M Funding Plan for HSR Project ROW Acquisition</b>	<b>\$ 170.0M</b>
- Prior Metro Board Actions (See Attachment C)	(\$ 23.8M)
<b>Subtotal:</b>	<b>\$ 146.2M</b>
- FY26 Work Program/Recommendation A (Metro Board 5/25)	(\$ 11.9M)
<b>Projected Measure M Balance for HDC</b>	<b>\$ 134.3M</b>

Note - the table above does not include \$33M in Measure R funds spent previously for Caltrans to complete environmental clearance in 2016 for the HDMC, including the four-lane freeway/tollway, which was later removed from the Project by Caltrans.

#### Impact to Budget

\$11,937,350 has been included in the FY26 Proposed Metro Budget for the HDC JPA FY26 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.

#### **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,

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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 which experiences higher-than-average traffic volumes/collision rates. Other benefits include reductions in traffic congestion, greenhouse gas emissions, and vehicle noise for those living near highways. 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**

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**

An alternative is that the Board does not approve the recommendations. This is not advised since completion of the Final SDP will enable the Project to participate in the Federal Corridor Identification Program. 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 that the Project has merit and provides value to the Southern California rail network.

### **NEXT STEPS**

Subject to the Board's approval of the recommendations, Metro will execute a funding agreement

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with the HDC JPA to implement the FY26 work program. Metro will continue coordination meetings with the FRA and the HDC JPA to complete the Final SDP. Staff will return to the Board annually.

The HDC JPA will bring onboard an engineering design services firm in Summer 2025 to advance the Project design. The HDC JPA will continue efforts toward environmental clearance, with a Record of Decision expected in late 2026. Metro and HDC JPA are anticipated to submit the final SDP Gap Analysis to the FRA for final approval in 2026.

### **ATTACHMENTS**

Attachment A - HDC JPA Funding Request

Attachment B - HDC Corridor Map

Attachment C - Metro Board Actions in Support of HDC

Attachment D - HDC JPA FY26 Work Program Budget Detail

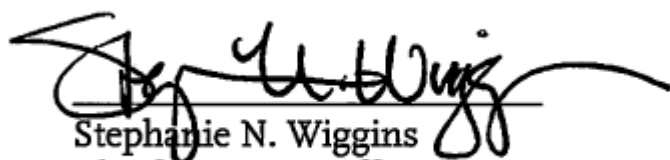
Prepared by: Jay Fuhrman, Senior Manager, Multimodal Systems & Corridors Planning, (213) 547-4381

Michael Cano, Executive Officer, Multimodal Systems & Corridors Planning,  
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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 N. Wiggins  
Chief Executive Officer



February 12, 2025

To: Ray Sosa, Metro Chief Planning Officer

From: Arthur Sohikian, HDC JPA Executive Director

RE: **Consistent with the Measure M Expenditure Plan, HDC JPA requests the Metro Board consider approving the HDC JPA FY26 Work Program at Metro's May 2025 Board meeting.**

**2024 HDC JPA Highlights**

- High Speed Rail Project National Environmental Policy Act continues with a goal to achieve a Record of Decision.
- April 2024, HDC JPA completes California TIRCP \$8M master agreement.
- April 2024, HDC JPA obligates \$100,000 FRA Corridor Identification Program Grant to complete the Service Development Plan with Metro as project lead.
- May 2024, Metro Board approves FY2024-2025 HDC JPA Budget Work Plan
- July 2024, HDC JPA Financial and Business Advisory Consultant Team contract begins.
- October 2024, HDC JPA releases Engineering and Design Services RFP
- December 2024, HDC JPA Financial Budget and Model draft is unveiled that assisted in FY26 Budget Work program development
- HDC JPA will consider adopting the Fiscal Year 2025-26 Budget at their upcoming Board of Directors meeting on April 17, 2025.

**HDC JPA FY2025-2026 Work Program**

The HDC JPA is pleased to report that the coming FY26 fiscal year continues the build out of the organizational structure of the agency by adding the Engineering and Design Support Services consulting team. HDC JPA staff submit a NEPA and Planning FY26 Work Program.

Consequently, as the High Speed Rail Project progresses beyond the environmental phase into preliminary engineering/design and right of way planning, the HDC JPA requires additional staffing and contractors to support the increasing complexity, expertise, and level of effort this project requires. To conduct this work effort, the HDC JPA FY26 Proposed Budget of \$11,937,350 (Attachment A) seeks to establish the organizational management structure for this purpose. As noted in Attachment A, the HDC JPA requests Measure M Funds of \$11,937,350. A summary of the activities that would be conducted with this funding is highlighted below.

**Complete NEPA environmental clearance and Obtain Record of Decision**

The HDC JPA continues working with the FRA and the California High Speed Rail Authority staff to continue the NEPA environmental clearance, Section 106 analysis as well as obtaining an FRA Record of Decision for the High Speed Rail Project in FY26. The funding in the FY26 Budget reflects the anticipated increased activity.



### **Metro Staff Assistance**

The HDC JPA values its partnership with Metro. It is important to note Metro staff have been critical to the success of project development activities to date. As the project progresses, the HDC JPA will continue to rely on Metro's expertise.

### **HDC JPA Agency Management**

To effectively set up the agency's organizational structure and manage the expanded work program for FY26, it is incumbent and justified to have the appropriate staffing to assist executive management with the additional responsibilities that will be required. Planning is at the forefront of the activities, including financial planning. The HDC JPA will be onboarding staff providing technical expertise to effectively carry out the expanded duties as it pertains to environmental approvals, engineering design, financial planning and right-of-way planning.

### **Update High Desert Corridor Service Development Plan (SDP)**

Metro will continue as lead on the HDC Service Development Plan (SDP) to be submitted to FRA for final consideration in FY26. 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 will be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant funds.

### **Engineering and Design Support Services (EDS)**

Engineering Design and Related Advisory Services (EDS) will begin in FY26. The EDS firm will support HDC JPA with overseeing the work related to the engineering and design services that will be necessary for FY26.

This work includes conducting advanced conceptual planning and engineering work that includes the following tasks: 1) engineering oversight of the work to be conducted to integrate the HDC JPA High Speed Rail Project into the Palmdale Station with California High Speed Rail Authority and the Victor Valley Station with the Brightline West organization; 2) oversight of the engineering work to be conducted for the Service Development Plan; 3) coordinate with the conceptual engineering work to be conducted by the Environmental Clearance Team; 4) coordinate with the Federal Railroad Administration and State Agencies; 5) coordinate with the Right of Way Project Team on ROW Acquisition Planning; 6) support grant applications and grant agreement compliance; and, 7) provide cost scheduling, control, and estimating functions, as well as other related support services.

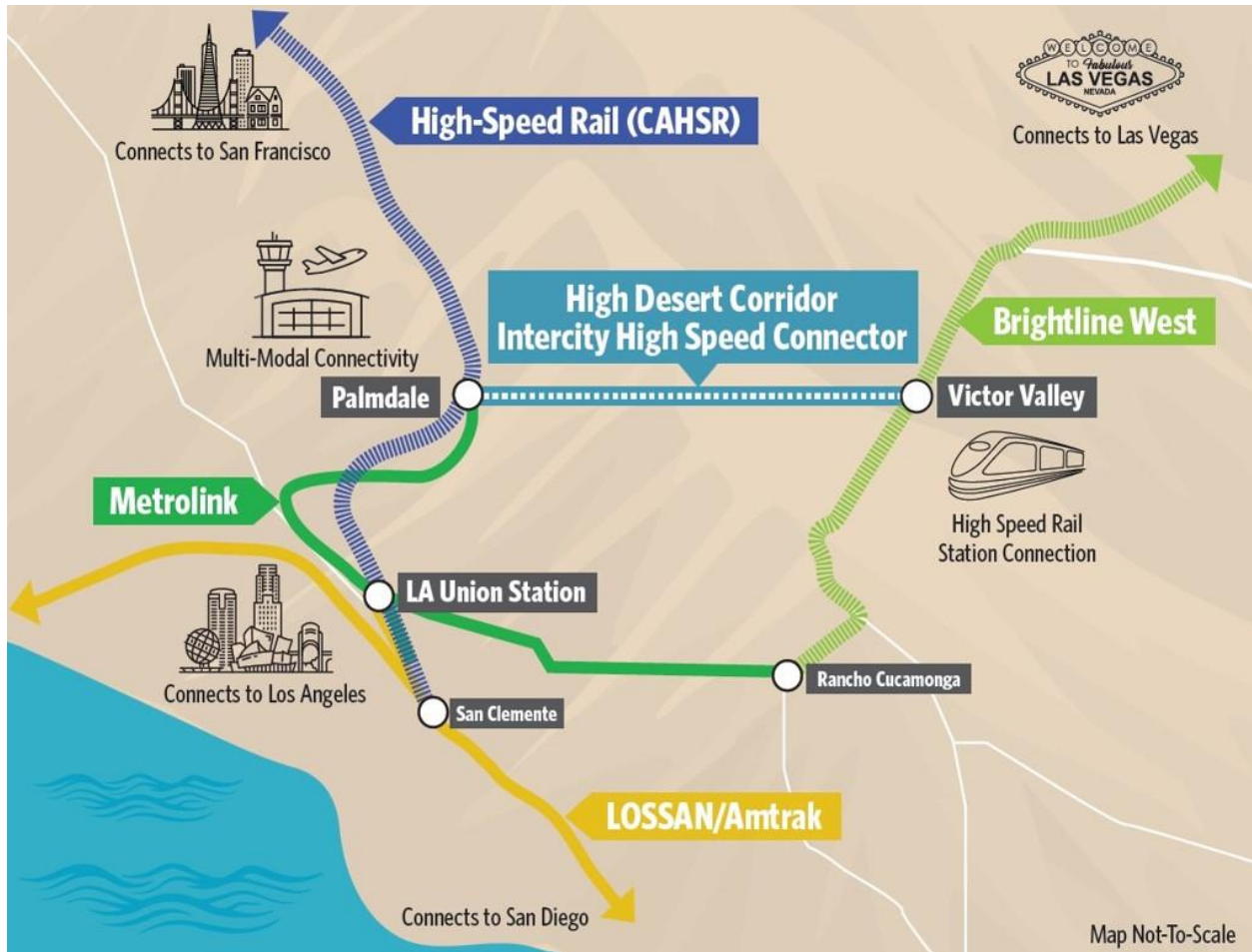
The HDC JPA appreciates the continued partnership with Metro to advance the HDC JPA High Speed Rail Project with your guidance and requests the Metro Board consider approving the HDC JPA FY26 Work Program at Metro's May 2025 Board meeting.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur V. Sohikian".

Arthur V. Sohikian  
Executive Director

## ATTACHMENT B



## ATTACHMENT C

### Metro Board Actions in Support of HDC

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a SDP for the Project. Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other key stakeholders.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY23 HDC JPA work program. The Board action funding the FY23 work program can be found in file number [#2022-0171](#).

In August 2022, the Metro Board approved Metro's participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as a local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the Project towards 30% design. The Board action funding the Metro match for future grant pursuits can be found in file number [#2022-0847](#).

In May 2023, the Metro Board authorized \$1,947,500 for the FY 24 work program, which included funding for the HDC JPA to work towards NEPA environmental clearance, and the ROD, HDC JPA management, the procurement process to onboard both a financial advisory firm and program management support services, technical planning and grant application support, and other administrative expenses. The Board action funding the FY24 work program can be found in file number [#2023-0099](#).

In May 2024, the Metro Board authorized \$4,374,000 for the FY 25 work program, for the HDC JPA to complete the NEPA environmental clearance, achieve the ROD, HDC JPA management, the onboarding of an engineering firm for advanced conceptual design, technical planning and grant application support, and other administrative expenses, plus \$2,200,000 for Metro to complete the SDP. The Board action funding the FY25 work program can be found in file number [#2024-0084](#).

NOTE – A Measure M compliance audit will be performed during FY 26 to reconcile and confirm Project expenditures to date.

METRO PROGRAMMING OF MEASURE M FUNDS FOR HDC PROJECT *				
Metro Board Date	Amount	Programmed to Date	Balance of Measure M Funds Remaining	Comment
			\$ 170,000,000	Starting Measure M Balance of Funds Available for HDC
August 2020	\$ 5,000,000	\$ 5,000,000	\$ 165,000,000	Metro Develop a Service Development Plan (SDP) for the Project
April 2022	\$ 1,736,500	\$ 6,736,500	\$ 163,263,500	FY 23 HDC JPA Work Program and increase to SDP Budget
January 2023	\$ 8,500,000	\$ 15,236,500	\$ 154,763,500	Metro local match to future State and Federal grant applications
May 2023	\$ 1,947,500	\$ 17,184,000	\$ 152,816,000	FY 24 HDC JPA Work Program
May 2024	\$ 6,574,000	\$ 23,758,000	\$ 146,242,000	FY 25 HDC JPA Work Program and Metro to complete the SDP
May 2025 **	\$ 11,937,350	\$ 35,695,350	\$ 134,304,650	FY 26 HDC JPA Work Program
\$ 35,695,350				
* - does not include \$33M in Measure R funds previously programmed to environmenally clear the multi-purpose/highway corridor				
** - proposed				

# ATTACHMENT D

## High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026

Item	HDC JPA Budget Description	Proposed FY26 Amount
1	<b>California High Speed Rail Authority (CHSRA) staff support for NEPA Reevaluation Work:</b> Provide funding for California High Speed Rail Authority (CHSRA) staff support to conduct the 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 FY26 is based on workplan that California High Speed Rail Authority (CHSRA) provided, which is budgeted for fiscal year 2026.	\$1,940,000
2	<b>Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) &amp; Record of Decision (ROD):</b> Complete the NEPA Re-evaluation/Re-validation and Record of Decision (ROD) with Final Review by the FRA NEPA designation entity California High Speed Rail Authority (CHSRA). Tasks for FY26 include: -Addressing comments, provide revised version for CHSR final review. Prepare final version for NEPA Re-evaluation and prepare a ROD for CHSRA final approval. -Draft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process. 2. Conclude Surface Transportation Board (STB) Petition Approval process. Contractors: Transportation Solutions: \$248,000 Epic Land Solutions, Inc.: \$555,000 Circlepoint: \$1,368,000 Venable LLP: \$294,000 Arrellano Associates \$120,000. Other sub contractors as needed based on NEPA process.	\$2,585,000
3	<b>Service Development Plan (SDP) Update:</b> Metro will continue as lead on the HDC Service Development Plan (SDP) that will be submitted to FRA for their consideration in FY26. 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 <u>Federal Railroad Administration Corridor Identification Grant Stage 2 at 90% federal, 10% Measure M.</u>	\$2,310,000
4	<b>HDC JPA Management:</b> Oversee agency management including technical analysis, grant applications, budgetary activities, equity focused planning, administration, engineering, right-of-way planning, stakeholder engagement and communications. For FY26, 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 and final design, the HDC JPA requires additional staffing to support the increasing complexity, expertise, and level of effort. Contractors: AVS Consulting, Inc.: \$344,500 Cal Strategic Management: \$290,000 ERCL Consulting LLC: \$121,110 HDC As-Needed Staff Support: \$68,900	\$824,510
5	<b>Financial Advisory Services:</b> Conduct ongoing financial planning & analysis, modeling, and structural management analysis to support project development into the fiscal year 2026 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 that will be onboarded. Maintain and update on an	\$1,165,000

## ATTACHMENT D

### High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026

6	<p><b>Program Management Support and Construction Management Support Services (PMC):</b> Procure the professional services of a program management support and construction management support services (PMC) firm to support HDC JPA with overseeing the work related to the phases of Engineering and Design, Construction, Transition to Operational Control, and Closeout. This work includes development of statements of work, contract development, contract administration support, local, regional, state, federal, and interjurisdictional grant agreement compliance, procurement support services, set and monitor program controls, project management, third party management including utility relocation, right-of-way acquisition &amp; relocation plans and implementation, cost scheduling &amp; control functions, cost estimating, environmental compliance, configuration management, transition to operational management, and other related support services. For FY25, the PMC contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the Preliminary Engineering phase of the project consisting of developing the Preliminary Engineering and Design (PE) statement of work and contract development, and developing a right-of-way acquisition and relocation plan. This budgeted amount is estimated for a 6 month work period during FY 25. Estimate is based on a previous three-year look ahead that will be revised to reflect the updated Service Development Plan assumptions and costs.</p>	\$0
7	<p><b>Engineering Design and Related Advisory Services (EDS):</b> The Engineering, Design, and related services (EDS) firm to support HDC JPA Executive Management with overseeing the work related to the engineering and design services that will be necessary for FY26. This work includes conducting advanced conceptual planning and engineering work that includes the following tasks: 1) oversight of the engineering work to be conducted for the Service Development Plan; 2) coordinate with the conceptual engineering work to be conducted by the Environmental Clearance Team; 3) engineering oversight of the work to be conducted to integrate the HDC JPA High Speed Rail Project into the Palmdale Station with California High Speed Rail Authority and the Victor Valley Station with the Brightline West organization; 4) coordinate with the California High Speed Rail Authority, Federal Railroad Administration and other State Agencies; 5) Coordinate with ROW Acquisition Planning work effort; 6) support grant applications and grant agreement compliance; 7) provide cost scheduling, control, and estimating functions, as well as other related support services. Funding for this task will be partially funded by the \$16.5 million TIRCP grant funding allocated to HDC JPA.</p>	\$2,480,000
8	<p><b>County of Los Angeles Treasury, Auditor-Controller, Legal Counsel, Public Works Staff Support:</b> Monthly Support for Accounts Payable/Accounts Receivable functions, Legal Counsel Support, Budget Oversight, Board Meetings staffing, Agency Oversight &amp; Compliance Items, Procurement /Contract Services plus Request for Proposals preparation and Oversight, and contract execution.</p> <p><b>Public Works Procurement/Vendor Services:</b> \$120,000 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 procuring contracts in the areas of professional services contracts and architectural and engineering contracts. For FY26, the support includes supporting the procurement processes that may come up during the fiscal year.</p> <p><b>Controller:</b> \$90,000 - 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><b>Legal Counsel:</b> \$60,000 - Monthly Support for legal counsel to review agency contracts, memorandum of understanding (MOU), funding agreements, Board of Director reports, Agency Regulatory Compliance, Grant Applications &amp; Compliance, Procurement Documents: Request for Proposals process, contractual agreements, contract execution, and other related services.</p>	\$270,000
9	<p><b>LA Metro Staff Support:</b> 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>	\$150,000
10	<p><b>Stakeholder and Public Engagement and Planning Assistance:</b> Provide communications, community engagement, and other related planning assistance to support the Agency communications and planning functions.</p>	\$90,000

**ATTACHMENT D****High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026**

11	Audit Services: County of Los Angeles Audit Services	\$30,000
12	LA Metro Funding Agreement Audit Services	\$25,340
13	Multi-Media Promotion, Materials & Advertising. US HSR Association yearly membership	\$45,000
14	IT Support, Software & Website Mgmt.	\$22,500
15	Total Adopted FY25 Budget & Proposed FY26 Budget	<b>\$11,937,350</b>
16	Less: Reserve Fund-Cash on Hand as of March 31, 2024	<b>\$0</b>
17	Measure M Funds Requested for FY26 Budget	<b>\$11,937,350</b>



# High Desert Corridor Joint Powers Agency Fiscal Year 26 Work Program Planning and Programming Committee

May 14, 2025

Legistar File 2025-0166

# Recommendations

- APPROVE \$11,937,350 in Measure M High Desert Corridor (HDC) funds to the HDC Joint Powers Agency (JPA) for the Fiscal Year (FY) 26 work program; and,
- AUTHORIZE the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.



Metro

# Project Background and Benefits

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
  - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
  - Future California High Speed Rail Authority (CAHSR) high speed rail service to Los Angeles and northern California
  - Current Metrolink commuter rail Antelope Valley Line
- Project benefits include:
  - Improved regional rail connectivity throughout southern California and to Las Vegas
  - Reduce Vehicles Miles Traveled and greenhouse gas emissions
  - Equity benefits to underserved, low-income and disadvantaged communities
- Metro is a member of the 6 member HDC JPA Board of Directors
- Measure R provided \$33M to conduct environmental clearance
- Measure M provides \$2.015B to further advance the High Desert Corridor
  - \$1.98B is for construction in 2063 - 2067

# High Desert Corridor Key Activities for FY 26

- Complete the National Environmental Policy Act (NEPA) process – HDC JPA will work with CAHSR, lead agency, to finalize and submit the environmental document to the Federal Railroad Administration (FRA). Record Of Decision expected 2026.
- Continued grants pursuits – HDC JPA will await the award of grants through the Federal-State Partnership program and continue to pursue future grant opportunities.
- Update the Service Development Plan (SDP) – HDC JPA will provide technical analysis and support for Metro to submit the final SDP Gap Analysis for the FRA for final approval in 2026.
- Consultant Services – HDC JPA will provide program management, engineering, and financial advisory services, as the HDC JPA mobilizes towards 30% design, plus HDC JPA management.

# Metro Service Development Plan

- Metro worked closely with key agency stakeholders to complete ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- In January 2023, the draft SDP was submitted to the FRA for comment. FRA delayed full review as the HDC JPA entered the new Corridor Identification and Development Grant Program.
- The current SDP requires a Gap Analysis and cost updates, per FRA direction due to the alignment, structural, and operational changes made to the Project since January 2023.
- FRA is reviewing the final Gap Analysis, with approval expected in 2026.

# Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 26 \$11.9M work program for
  - NEPA Reevaluation work and Record Of Decision (ROD)
  - Analysis to support the Metro Service Development Plan Update
  - Engineering Design and Financial Advisory Services
  - HDC JPA Management and Administration
- High Speed Rail Project environmental clearance/ROD is expected from the FRA Fall 2026
- The HDC JPA will seek additional grant funding opportunities
- Staff will continue to brief the Board as the Project advances



## Board Report

File #: 2025-0167, File Type: Plan

Agenda Number: 12.

### PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

**SUBJECT: FIRST/LAST MILE PLAN FOR THE NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

ADOPT the First/Last Mile Plan for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (Attachment A).

#### **ISSUE**

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project First/Last Mile (FLM) Plan (Plan) (Attachment A) was prepared by Metro in coordination with local jurisdictions and community members to propose safety and accessibility improvements to encourage more people to walk, bike, and roll to transit. The Plan includes a project list of FLM improvements for four BRT stations along a 19-mile route, including North Hollywood Station (City of Los Angeles), Olive/Riverside Station (City of Burbank), Central/Lexington Station (City of Glendale), and Colorado/Lake Station (City of Pasadena). Adoption of the Plan by the Metro Board better positions FLM improvements for funding and implementation and encourages local agencies to design and construct FLM projects to create safe, accessible BRT stations for all transit riders.

#### **BACKGROUND**

The North Hollywood to Pasadena BRT Corridor Project is a 19-mile BRT corridor with 22 stations. The BRT will serve as a key regional connection between the San Fernando and San Gabriel Valleys and traverse the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The project is currently in design with an anticipated opening date of early 2028. The project is anticipated to attract approximately 30,000 riders daily when it opens. It aims to meet the priorities set out in Metro's Vision 2028 strategic plan to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves. To encourage more people to walk, bike, and roll to the future BRT stations and address safety issues, the FLM Plan presents a comprehensive project list to improve safety, comfort, and access for people walking, biking, and rolling to transit.

The Plan includes a list of pedestrian and wheel projects that improve safety, comfort, and access to

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the four selected North Hollywood to Pasadena BRT Corridor Project stations. Pedestrian projects are identified within the half-mile radius around each station, and wheel projects (including bicycles, scooters, and other modes of non-motorized wheeled transportation) are identified within the 3-radius around each station.

The Metro FLM methodology, described in the 2021 First/Last Mile Guidelines, was used as the basis for Plan development. A summary of the planning steps are as follows:

- Existing Conditions Analysis
- Technical and Community Walk/Wheel Audits and Pathway Network Development
- Community Engagement
- Project Development
- Draft and Final FLM Plan

The Plan includes the following core products and supporting documents detailing the planning process in a series of appendices. The full Plan is available in Attachment A.

- Pathway Maps with FLM projects on Primary Pathways
- Project Lists
- Rough Order of Magnitude (ROM) Cost Estimates for FLM projects
- Conceptual Illustrations

## **DISCUSSION**

This FLM Plan was developed in accordance with established Metro Board policies, including the FLM Guidelines and produces a FLM plan for four stations, one station in each jurisdiction: North Hollywood Station (City of Los Angeles), Olive/ Riverside Station (City of Burbank), Central/Lexington Station (City of Glendale), and Colorado/Lake Station (City of Pasadena).

Due to differences between BRT and rail transit projects, the FLM Guidelines' approach to FLM planning for BRT projects differs in some respects. Of note, BRT projects do not require a local 3% contribution, and as such lack the specific FLM implementation incentive allowing credit toward the 3% requirement. FLM planning for BRT is conducted as a planning service and as encouragement for local implementation. As called for in the FLM Guidelines, the Plan covers a subset of BRT stations, determined through a technical assessment and coordination with local jurisdictions to identify high priority stops, as described in the 2021 FLM Guidelines. As such, staff conducted a detailed technical analysis to select the four stations for FLM planning. Additional details are provided in the Station Selection Memo, available in Attachment B - FLM Plan Appendix (Appendix A, Station Selection Memo, p.1).

### **Plan Summary and Key Findings**

Of the 22 BRT stations, four stations, one in each jurisdiction, were identified based on a technical analysis of key criteria and coordination with local jurisdictions, including population and job density, projected ridership, pedestrian and bicyclist collisions, Metro Equity Focus Community (EFC) classification, points of interests, existing and planned high-quality bike facilities, identified FLM challenges, and alignment with city plans. The BRT stations were ranked using data from each

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category, and stations with the highest scores from each metric were selected for the FLM Plan. The selected stations were presented to each jurisdiction for feedback and concurrence. Each selected station represents the highest need for improved safety conditions for pedestrians and wheel users. The selected stations have a wide range of challenges, including poor sidewalk conditions, lack of shade, unsafe crossings along freeway overpasses, complex intersections, incomplete bike networks, unsafe vehicle speeds, and lack of adequate pedestrian lighting, and others.

In Los Angeles, the North Hollywood station received the highest score of 60, followed by the Vineland/Hesby station with a score of 56. The North Hollywood station scored well in the categories of ridership, safety, and planning context. In Burbank, the Olive/Riverside station also scored 60, followed by the Olive/San Fernando station with a score of 56. The Olive/Riverside station performed well in the activity and planning context categories. In Glendale, the Central/Lexington station scored 76, ahead of the Broadway/Glendale station, which scored 56. Central/Lexington station scored well in the activity and planning context categories. Colorado/Lake station in Pasadena scored 84, compared to Memorial Park's score of 76. Colorado/Lake scored well in the planning context category. Attachment B (Appendix A, Station Identification Analysis Memo, p. 1) contains additional details on the station identification scores. A summary of scores for each station is provided in Attachment C.

The Plan presents a comprehensive project list designed to improve safety conditions and accessibility, ultimately enhancing the overall experience for transit riders of all ages and abilities. Projects are identified along primary and secondary pathways connecting to each selected station. A primary pathway offers a direct route to a station, typically located on a major street with high foot traffic. A secondary pathway may intersect with a primary pathway, providing connections through smaller, local streets.

In total, 381 projects were identified, including 250 walk projects and 131 wheel projects. Each station's total number of projects varies by existing conditions, land uses, and input received by local agency staff and local stakeholders. The full list of projects for each station is included in the Plan, available in Attachment B (Appendix H, Project List and Cost Estimates, p. 253).

The Plan includes detailed findings for each of the four selected stations, available in Attachment B (Appendix B, Existing Conditions Analysis, p. 9).

### Process

Following community engagement and coordination with city staff, the project team developed a list of FLM projects and conceptual illustrations on primary and secondary pathways for each station. The team identified projects based on community needs and city staff recommendations, resulting in a set of FLM projects on primary and secondary pathways.

The full Plan process documentation is available in Attachment A (About the Plan, p.10).

### Coordination with Local Agencies

FLM projects require close coordination with the local agencies that control the rights-of-way around Metro stations. At the onset of the planning process, the project team met with city staff from the City

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of Burbank, City of Los Angeles, City of Glendale, and City of Pasadena to reach concurrence on the station selection and invited staff to participate in technical and community walk audits to assess the station areas. In the later phases of the plan development, the project team held office hours with each local agency to review pathway networks and engagement outcomes. Metro also held working sessions with all cities to review the draft project lists and conceptual designs. Metro tracked all city comments and addressed them in the final FLM Plan.

Metro staff also met with Caltrans staff and provided a review period for input on the project lists and conceptual designs. Metro also provided updates at the Arroyo-Verdugo Joint Powers Authority (AVJPA) and a presentation to the Glendale City Council, upon staff request.

Following the adoption of the FLM Plan, Metro will continue to coordinate with cities as they choose to advance FLM projects. Staff anticipate commencing post-plan activities with cities to provide technical assistance, such as identifying funding sources and grant writing assistance, as described in the FLM Guidelines. Cities that choose to advance FLM projects are eligible for technical assistance upon request. Cities that implement FLM projects identified in the FLM Plan are responsible for the design, construction, operations, and maintenance of those projects.

The Plan includes a section that details public agency coordination, which can be found in Attachment A (Local Community Engagement and Agency Coordination, p. 28), as well as a section outlining available grant funding sources and technical assistance for implementing FLM projects, available in Attachment A, (Next Steps, p. 132).

### Community Engagement

The project team included strategic partnerships with four community-based organizations (CBOs): Bike LA, Los Angeles Walks, Day One, and Walk Bike Glendale. The CBOs served as liaisons between the project team and community members in each jurisdiction. Their local knowledge of the community was invaluable in informing the project's engagement plan and identifying popular community events for engagement activities.

The outreach conducted was comprised of 12 key engagement activities, including four community walk audits, four pop-up events, and four presentations at standing community meetings. In addition to these engagement events, the project team conducted an online map-based survey to ensure broad and inclusive outreach efforts for those who could not attend in-person events that received 202 responses. Additionally, the project team also used a targeted outreach approach by attending community meetings in each jurisdiction of engaged residents ranging from transit to sustainability advocates. The community feedback resulted in diverse responses representing the key needs of transit riders at each station, translating to a robust project list that reflects community needs. Community participation was integral to the decision-making process and crafting a project list that truly reflects the needs and aspirations of each community. Following Board adoption of the FLM Plan, Metro will continue to coordinate with community members and CBO partners as cities choose to advance FLM projects.

The Plan includes a Community Engagement Summary Memo, available in Attachment B (Appendix E, Community Engagement Findings Summary, p.110).

### Pedestrian and Bicyclist Safety

To analyze pedestrian and bicyclist safety in the project area, intersections and corridors were analyzed to identify collision data within each jurisdiction. Among the four jurisdictions, Glendale, Los Angeles, and Pasadena reported the highest number of pedestrian/motor vehicle and bicyclist/motor vehicle collisions, based on data from the Statewide Transportation Injury Mapping System (TIMS) between January 1, 2018, and December 31, 2023. The recommendations in the Plan aim to address safety equitably across all jurisdictions. High traffic speeds and volumes on major arterial streets contribute to unsafe streets along much of the transit corridor and specific pedestrian and bicyclist safety hotspots identified in the safety analysis. Additional details are available in the Metro Safety Analysis Tool in Attachment B (Appendix C, Safety Analysis Tool, p. 60). The Plan proposes projects that would improve the safety on the streets where these collisions happen and include feedback from the community. This includes improvements such as traffic calming and high visibility crosswalks, which were a priority in community feedback. Additionally, lack of shade and need for increased tree canopy was consistent across all four stations. FLM improvements such as landscaping and shade and bus stop improvements can combat the impacts of extreme heat especially within equity-focused communities.

Each selected station area has various safety and accessibility challenges. The North Hollywood station features complex intersections and underpasses, creating challenges for pedestrians and cyclists. Community feedback resulted in project recommendations to improve multi-modal connections and enhance safety. At the Olive/ Riverside station connectivity is hindered by the SR-134 freeway which presents opportunities to improve pedestrian and cyclist access in this area. Community feedback also emphasizes the need for increased shade and tree canopy in the station area. Much of the neighborhood surrounding Central/Lexington station is classified as a Metro EFC and presents a key opportunity to improve safety and accessibility. Lastly, community feedback for the Colorado/Lake Station indicated a need for additional shade and traffic calming treatments to improve safety for pedestrians and cyclists, which is reflected in the project list.

### **DETERMINATION OF SAFETY IMPACT**

The recommended action has no direct safety impact. This Plan presents project proposals that promote improved safety for people walking or using non-motorized wheeled transportation around future North Hollywood to Pasadena BRT stations.

### **FINANCIAL IMPACT**

#### Impact to Budget

Adoption of this Plan has no impact on the budget. Preparation of the Plan is included in the FY26 adopted budget at project number 471401, task 01.01.

Project implementation is led by local jurisdictions; Metro support in implementation may come in the form of grant writing assistance and eligibility in future Metro Active Transportation (MAT) funding cycles.

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## **EQUITY PLATFORM**

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets - pedestrians and bicyclists. The North Hollywood to Pasadena Transit Corridor reflects a broad user base across four jurisdictions. Based on the online survey data, and to capture the voices of these communities and engage those who are often underrepresented in public participation processes, engagement materials were provided in English, Spanish and Armenian. There are several census tracts located in Metro EFCs, notably in the Cities of Los Angeles and Glendale. Multiple census tracts in the City of Pasadena displayed higher amounts of environmental burdens under the California Healthy Places Index and multiple census tracts in the City of Burbank displayed an above average pollution burden under CalEnviroScreen.

The plan was developed with extensive community feedback and participation from CBOs, which is summarized in the Community Engagement section of this report. More details are available in Attachment B (Appendix E, Community Engagement Findings Summary, p. 110). The partnership with CBOs was invaluable, ensuring a thorough engagement process that reached community groups typically not involved in planning. Additionally, CBO partners contributed valuable input to strategize ways to maximize engagement across all efforts, including in-person meetings, online outreach, community pop-up events, and virtual community meetings.

If cities decide to move forward with the projects proposed in the plan, additional community outreach is recommended to ensure that the benefits of the transit project are equitably distributed. Projects the cities plan to implement will be constructed, operated, and maintained by those cities.

## **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. The item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership and using active transportation including walking, biking, use of mobility devices, scooters, skateboards, other non-car mode of travel. 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 the highway performance monitoring system data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommended actions support two Strategic Plan goals:

- Deliver outstanding trip experiences (Goal #2): the FLM plan recognizes that trip experience

includes time getting to and from transit stations. The Plan prepares projects that make trip experiences safer, more comfortable, and more accessible.

- Transform LA County through collaboration and leadership (Goal #4): Metro is uniquely situated to prepare FLM plans that span jurisdictional boundaries. In adopting this Plan, Metro is leading this area by preparing FLM projects at future North Hollywood, Olive/Riverside, Cental/Lexington, and Colorado/Lake Stations.

## **ALTERNATIVES CONSIDERED**

The Board could decide not to approve the FLM Plan. This is not recommended for the following reasons:

- Previous Board action (Motion 14.1, 2016) directs FLM projects to be incorporated into transit corridor project delivery; and
- An adopted Plan better positions the FLM projects for future grant funding opportunities.

## **NEXT STEPS**

Following the adoption of the FLM Plan, staff anticipate commencing post-plan activities with cities to provide technical support and grant writing assistance to secure funding to advance FLM projects to design and construction. Cities that choose to advance FLM projects toward design and construction upon request are eligible for technical assistance. Cities who implement projects identified in FLM Plans are responsible for the construction, operations, and maintenance of those projects.

## **ATTACHMENTS**

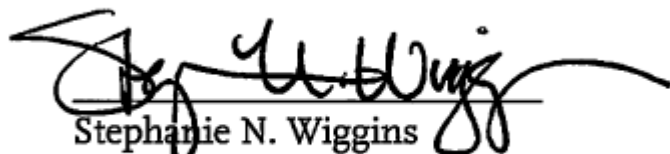
Attachment A - First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor

Attachment B - First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor - Appendix

Attachment C - North Hollywood to Pasadena BRT Corridor First/Last Mile Station Identification Analysis Summary

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Stephanie N. Wiggins  
Chief Executive Officer

## **ATTACHMENT A**

### **First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor**

**Document Available Online at:**

**[Link](#)**

## **ATTACHMENT B**

### **First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor -Appendix**

**Document Available Online at:**

[Link](#)

## Attachment C

### North Hollywood to Pasadena Bus Rapid Transit First/Last Mile Plan

#### Station Identification Analysis Summary\*

\*full details are available in Attachment B: Station Identification Analysis Memo

City of Los Angeles							
	North Hollywood	Vineland/Hesby	Eagle Rock Plaza	Colorado/Eagle Rock	Colorado/Townsend		
Activity	4	12	0	0	0		
Ridership	8	4	0	0	0		
Safety	16	12	4	0	0		
Equity	4	4	4	0	0		
Planning Context	28	24	12	16	12		
Total	60	56	20	16	12		
City of Burbank							
	Olive/Riverside	Olive/San Fernando	Glenoaks/Alameda	Olive/Verdugo	Olive/Lake	Alameda/Naomi	
Activity	12	8	8	4	0	8	
Ridership	4	4	0	4	0	4	
Safety	0	4	4	0	4	0	
Equity	0	12	8	0	4	0	
Planning Context	44	28	24	32	28	12	
Total	60	56	44	40	36	24	
City of Glendale							
	Central/Lexington	Broadway/Glendale	Broadway/Brand	Glenoaks/Grandview	Glenoaks/Pacific	Broadway/Verdugo	Glenoaks/Western
Activity	20	4	12	0	8	8	8
Ridership	8	12	0	4	4	0	0
Safety	20	20	20	4	8	16	4
Equity	8	12	8	8	4	12	12
Planning Context	20	8	12	24	16	4	12
Total	76	56	52	40	40	40	36
City of Pasadena							
	Colorado/Lake	Memorial Park Station	Colorado/Los Robles	Colorado/Hill			
Activity	8	8	12	0			
Ridership	8	12	8	8			
Safety	16	20	20	8			
Equity	0	12	4	0			
Planning Context	52	24	20	20			
Total	84	76	64	36			



# North Hollywood to Pasadena Bus Rapid Transit Corridor First/Last Mile Plan

MAY 2025

FILE 2025-0167

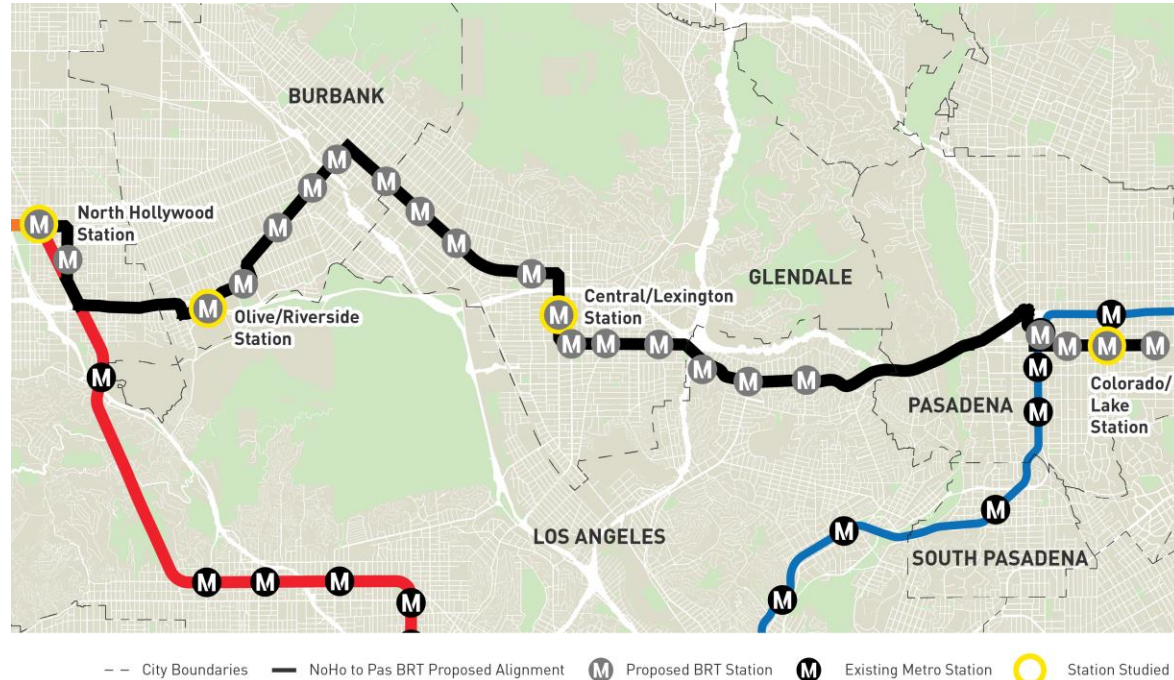
# Staff Recommendation

## CONSIDER:

- > **ADOPTING** First/Last Mile Plan for North Hollywood to Pasadena Bus Rapid Transit Corridor

## Stations Studied:

- > North Hollywood (City of Los Angeles)
- > Olive/Riverside (City of Burbank)
- > Central/Lexington (City of Glendale)
- > Colorado/Lake (City of Pasadena)



# Station Analysis and Selection

- **City of Los Angeles**

- **North Hollywood - 60**
- Vineland/Hesby - 56
- Eagle Rock Plaza - 20
- Colorado/Eagle Rock - 16
- Colorado/Townsend – 12

- **City of Burbank**

- **Olive/Riverside - 60**
- Olive/San Fernando - 56
- Glenoaks/Alameda - 44
- Olive/Verdugo - 40
- Olive/Lake - 36
- Alameda/Naomi - 24

- **City of Glendale**

- **Central/Lexington - 76**
- Broadway/Glendale - 56
- Broadway/Brand - 52
- Glenoaks/Grandview - 40
- Glenoaks/Pacific – 40
- Broadway/Verdugo - 40
- Glenoaks/Western - 36

- **City of Pasadena**

- **Colorado/Lake - 84**
- Memorial Park Station - 76
- Colorado/Los Robles - 64
- Colorado/Hill - 36

# First/Last Mile Methodology and Process

Followed methodology established in the Board-adopted 2021 FLM Guidelines



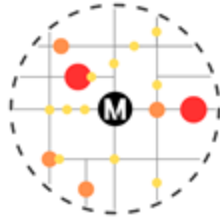
**Station Identification  
Assessment**

*May 2024*



**Community  
Engagement**

*Summer – Fall 2024*



**Existing Conditions  
Analysis**

*June 2024*



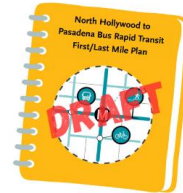
**Data Analysis and Project  
Development**

*November 2024*



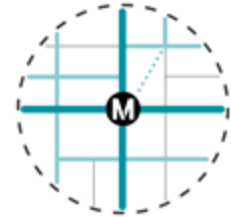
**Walk Audits**

*July – August 2024*



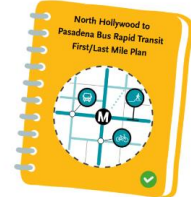
**Draft First/Last Mile  
Plan**

*February 2025*



**Pathway Network  
Development**

*September 2024*



**Final First/Last  
Mile Plan**

*May 2025*

# Equity-Based Participatory Approach

## Community Engagement

- Partnership with four CBOs:
  - LA Walks
  - Bike LA
  - Day One
  - Walk/Bike Glendale
- Community walk and bike audits (47 participants)
- Outreach pop-ups (240 participants)
- Community meetings (40 participants)
- Online survey (202 responses)



## Local Jurisdiction Coordination

- Office Hours
  - Reviewed pathway maps, existing conditions, and engagement outcomes
- Project List and Conceptual Design Review
  - Reviewed and incorporated feedback



# First/Last Mile Plan Results and Next Steps

**Projects that improve safety, comfort, and access for pedestrians and wheeled users to stations.**

## **Typical project types:**

- New and improved sidewalks
- High visibility crosswalks
- Traffic calming
- Shade and landscaping
- High-quality bike facilities

## **Next Steps:**

- Assist and coordinate implementation activities





## Board Report

File #: 2025-0244, File Type: Program

Agenda Number: 13.

### PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and
- B. AUTHORIZING the 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, which is an attachment to the Measure M Ordinance. All MSP funds are limited to capital projects. This update approves new eligible projects for Subregional Equity Program (SEP) funding allocations for the Westside Cities Subregion. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

#### **BACKGROUND**

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$60.74 million was forecasted to be available for programming for the Westside Cities Subregion from FY 2017-18 to FY 2027-28. In prior actions, the Board approved programming of \$46.9 million in support of 17 projects for the Subregion's MSP Five-Year Plan, programming funds in the Active Transportation 1<sup>st</sup> /Last Mile Connections Program (Expenditure Line 51), shown in Attachment B. To date, \$2.1 million has been expended and one project has been completed and currently in closeout audit process. The \$13.84 million remaining funding includes the \$6.69 million that's available under the SEP (Expenditure Line 68) for programming from FY 2023-24 to FY 2027-28. This is the first request from the Subregion to program the SEP funds.

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 councils of governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. 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.

## **DISCUSSION**

Metro staff collaborated with the Westside Cities Council of Governments (WSCCOG) and implementing agencies to review requests submitted by the Subregion for the SEP. During staff review, Metro required a detailed project scope of work to confirm project eligibility, and establish the program nexus during project reviews, including but not limited to project location information and limits, length, elements, phases, total estimated expenses and funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, per the Guidelines.

### **Subregional Equity Program (Expenditure Line 68)**

#### **WSCCOG**

- Program an additional \$33,445 in FYs 25 to 28 for MM4801.01 - Planning Activities to support the Subregion's Measure M MSP Development Process.
- Program \$1,714,932 in FYs 26 and 27 for the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The project will design and construct quick-build bus infrastructure, using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, Santa Monica Blvd, and La Cienega/Jefferson Blvd. This project will likely decrease Vehicle Miles Traveled (VMT) by reallocating road space from private automobiles to public buses. The funds will be used for the project's plans, specifications and estimates (PS&E) and construction phases.

The WSCCOG has requested that \$500,000 is advanced after execution of the Funding Agreement. The WSCCOG has requested the advance to maintain smooth cash flow and prevent any delays in payments to the consultant that may disrupt the project's progress and schedule for this priority project of the Subregion. This is the first Measure M MSP project that the WSCCOG will be the project implementation.

### *Culver City*

- Program \$960,654 in FYs 26 and 27 for the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to design quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, and La Cienega/Jefferson Blvd. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase, and anticipate requesting additional MSP funding for the construction phase when ready.

### **DETERMINATION OF SAFETY IMPACT**

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

### **FINANCIAL IMPACT**

In FY 2024-25, \$5.02 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Measure M MSP - Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

### **Impact to Budget**

The sources of funds for these projects are Measure M Transit Construction 35%. This fund source is not eligible for Metro bus and rail operations expenses.

### **EQUITY PLATFORM**

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven percent of census tracts are defined as Equity Focus Communities (EFCs) in the Subregion, and these are located in the City of LA and West Hollywood.

The Westside Cities Subregion proposed bus infrastructure projects will enhance multimodal transportation options. They will help ensure adequate bus service and increase connectivity for the Westside communities, to support a car-free, transit-first 2028 Olympic and Paralympic Games for visitors and core customers alike. Additionally, these infrastructure upgrades will result in time savings and improved experience for core customers that rely on Metro to access jobs, open space, and other essential services. The infrastructure improvements would provide a faster and more reliable transit connection between major job hubs such as UCLA, Culver City, Santa Monica, and LAX. Crucially, the La Cienega Blvd/Jefferson Blvd and Sepulveda Blvd/UCLA infrastructure improvements would provide faster North-South transit connections, including between the Metro D Line and E Line, where no rapid transit currently exists, thus filling major gaps in high-quality transit service on the Westside. These connections will enable core customers to save time commuting and access more employment opportunities.

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## **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 developing and implementing their projects.

## **ALTERNATIVES CONSIDERED**

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

## **NEXT STEPS**

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed, and Program/Project updates will be provided to the Board annually.

## **ATTACHMENTS**

Attachment A - Subregional Equity Program Project List

Attachment B - Active Transportation 1st/Last Mile Connection Program Project List

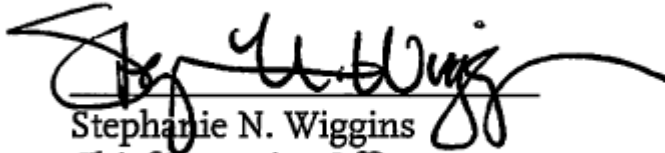
Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-

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



Stephanie N. Wiggins  
Chief Executive Officer

## Westside Cities Subregion

## Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development	New		\$ 33,445	\$ 33,445	\$ 13,378	\$ 6,689	\$ 6,689	\$ 6,689
2	WSCCOG	MMXXXX.01	2028 Westside Subregional Bus Infrastructure Network	PS&E Construction	New		1,714,932	1,714,932 *		1,286,199	428,733	
3	Culver City	MMXXXX.02	2028 Westside Subregional Bus Infrastructure Network	PS&E	New		960,654	960,654		720,490	240,164	
				Total Programming Amount			\$2,709,031	\$2,709,031	\$ 13,378	\$2,013,378	\$ 675,586	\$ 6,689

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

\* Includes funding advancement of \$500,000 to the WSCCOG.

## Westside Cities Subregion

## ATTACHMENT B

## Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 270,237		\$ 270,237	\$ 94,989		\$ 84,415	\$ 45,833	\$ 45,000	
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction		2,973,186		2,973,186		2,973,186				
3	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
4	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000				100,000		
5	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Compl	742,495		742,495	742,495					
6	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction		798,364		798,364		798,364				
7	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction		620,302		620,302		620,302				
8	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		2,561,297		2,561,297		120,000	1,530,000	911,297		
9	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		6,212,768		6,212,768		878,768	3,515,070	1,818,930		
10	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		3,168,000		3,168,000				3,168,000		
11	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		10,406,584		10,406,584		1,681,317	6,725,267	2,000,000		
12	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction		9,600,000		9,600,000				1,600,000		8,000,000
13	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		1,311,471		1,311,471	361,709		68,291	281,471	600,000	
14	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	150,000	350,000				
15	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
16	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		3,062,589		3,062,589	124,250	110,000	861,750	966,589	1,000,000	
17	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E		1,136,403		1,136,403				250,000	195,905	690,498
18	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E		1,785,160		1,785,160		1,211,000	574,160			
Total Programming Amount						\$46,895,352	\$ -	\$46,895,352	\$3,119,939	\$4,351,085	\$17,750,805	\$11,142,120	\$ 1,840,905	\$ 8,690,498

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



# Measure M Multi-year Subregional Program Westside Cities Subregion

Planning and Programming Committee  
May 14, 2025



**Metro**

**File# 2025-0244**

# Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
  - Active Transportation 1<sup>st</sup>/Last Mile Connections Program (expenditure line 51)
  - Suregional Equity Program (expenditure line 68)
- 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 <sup>1</sup>	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date <sup>a</sup>	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$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	vm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	vm	\$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-805 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$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	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,198,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	lp	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	lp	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)	lp	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	\$802,800	\$802,800	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	vm	\$0	\$68,000	\$68,000	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	vm	\$0	\$63,000	\$63,000	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	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	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 2025 Recommendations

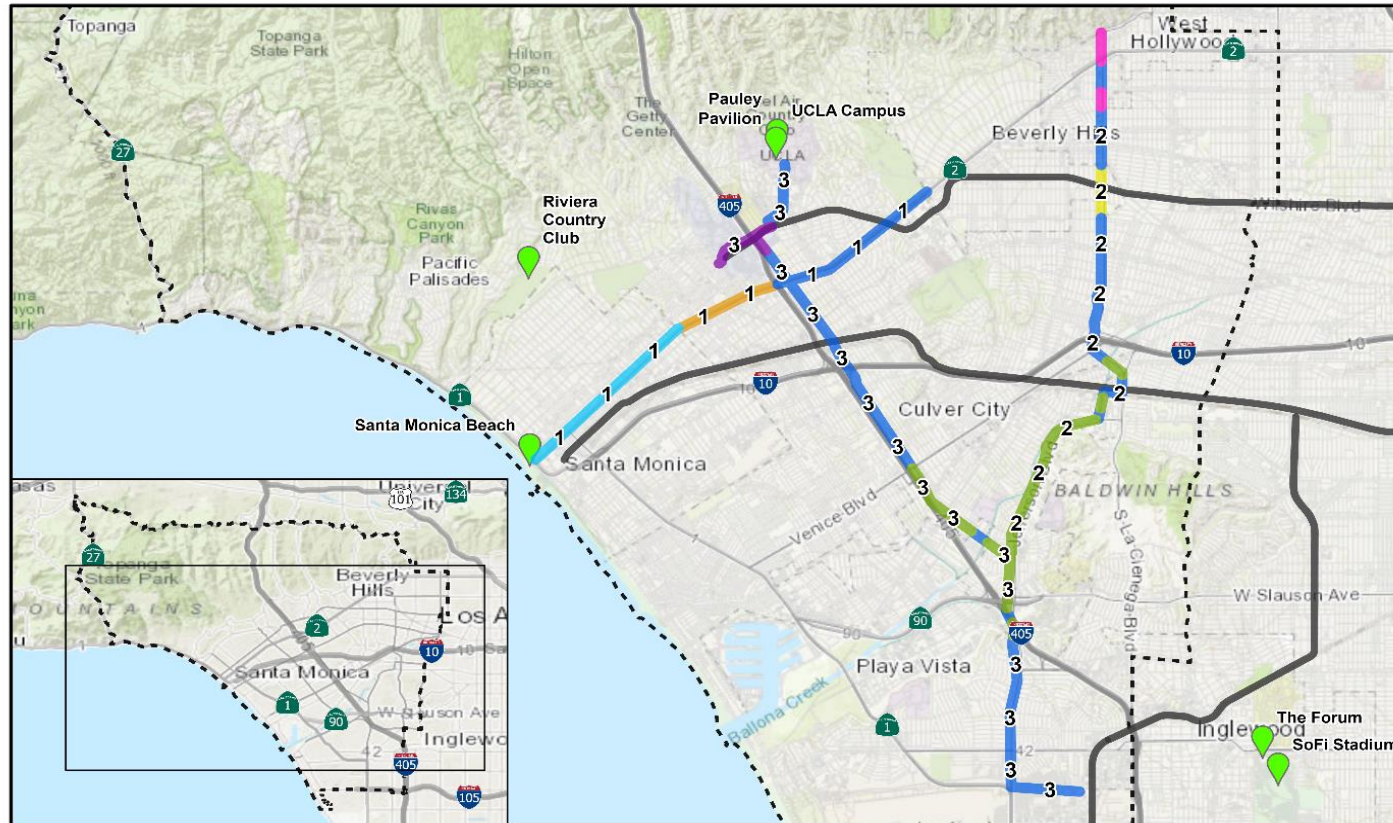
## CONSIDER:

- A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

# Recommended Projects

## Westside Metro Rail Network (2028) and Priority WSCCOG Bus Corridors - Feb. 2025

WESTSIDE CITIES COUNCIL OF GOVERNMENTS



Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

- Metro Rail - Existing and Under Construction
- - - WSCCOG Boundary
- 📍 LA28 Olympic Game Venues

### Corridors by Jurisdiction

- Beverly Hills
- Caltrans
- City of LA
- County of LA

- Culver City
- Santa Monica
- West Hollywood

1. Santa Monica Blvd
2. La Cienega Blvd/Jefferson Blvd
3. Sepulveda Blvd/UCLA

0 1 2 Miles



# 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 #:** 2025-0324, **File Type:** Contract

**Agenda Number:** 14.

### PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

**SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM  
PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR**

**ACTION: APPROVE CONTRACT AWARD**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

#### **ISSUE**

In response to direction from the Metro Board of Directors via a series of motions from 2015 to 2021 (Attachment A) to strengthen small business support and prevent displacement near transit, Metro developed the Transit Oriented Communities Economic Development Program (EDP), including the Pilot Investment Fund (Fund) which the Board approved December 1, 2022. The EDP consists of two components, station area activation and the Pilot Investment Fund (Fund). The station area activation component of the EDP has progressed with grant agreements for Station Managers at the three pilot stations Leimert Park, Westlake/MacArthur Park, and Willowbrook/Rosa Parks, program management plans, and program launch scheduled in June 2025. Metro now plans to implement the Fund component of the EDP to assist small businesses and eligible nonprofit organizations.

The Fund is designed to leverage Metro's significant transit infrastructure investment and serve as an economic catalyst for Equity Focused Communities (EFCs). It partners with other agencies and private financial institutions for additional resources and requires a community development financial institution (CDFI) for program administration. To successfully structure, launch, and administer the Fund, Metro conducted a competitive solicitation seeking a qualified CDFI. CDFIs are mission-driven lenders dedicated to expanding economic opportunity in communities underserved by traditional financial institutions.

Board approval is required to select the recommended CDFI as the Fund Program Administrator to help finalize the program guidelines prior to returning to the Board and implementing the Fund. This

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action is a critical next step to establish the Fund and ensure timely deployment of resources that will protect, strengthen, and grow small businesses in these communities, mitigating displacement and helping these communities thrive alongside Metro's transit investments.

## **BACKGROUND**

The EDP builds on a history of Board-supported efforts to assist small businesses impacted by transit projects. In August 2016, the Board approved \$1 million for the Small Business Assistance Loan Program. However, uptake of that program was limited due to restrictive lending parameters. As the COVID-19 pandemic unfolded, Metro quickly partnered with the Los Angeles County Development Authority to create the COVID-19 Recovery Loan Program in May 2020, reallocating \$1 million from the Small Business Assistance Loan Program to help struggling businesses. Repayment proceeds up to \$853,000 from the Recovery Loan Program are now reserved to help fund administrative costs for the EDP Pilot Investment Fund.

Throughout 2021 and 2022, Metro staff engaged in an extensive process to redesign and modernize its small business support programs to better meet community needs. This included sponsoring two economic development roundtable discussions, conducting outreach meetings, and interviewing more than 100 stakeholders from financial institutions, community-based organizations, small business associations, economic development corporations, and public sector agencies. The feedback from these conversations directly informed the structure of the Fund and Metro's broader, innovative, and more sustainable approach to post-construction small business support.

The Board approved the EDP and \$5 million for the implementation of the Fund on December 1, 2022, contingent upon Board approval of the Fund Guidelines. The Fund Service Area (FSA) also approved by this Board action includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line. To leverage Metro's \$5 million loan seed funding, Metro has entered into an Agreement with the California Pollution Control Financing Authority (CPCFA) securing an additional \$15 million in resources through the State Small Business Credit Initiative (SSBCI) to assist socially and economically disadvantaged individuals (SEDI) and business enterprises.

## **DISCUSSION**

Access to capital remains a persistent barrier for small businesses, especially those owned by Black, Indigenous, Latino(a), Asian American, Pacific Islander, and other historically underserved groups. These communities, disproportionately impacted by the COVID-19 pandemic and economic disinvestment, are now at a pivotal moment as Metro expands rail service. Without immediate, targeted intervention, these businesses risk permanent displacement, undermining community stability, cultural heritage, and the intended benefits of Metro's transit investments.

Selection of the Fund Program Administrator is a critical step in advancing the agency's commitment to stabilizing and strengthening small businesses and nonprofit organizations in historically underserved communities near our transit corridors. With federal investment in equity programs slowing and economic markets becoming increasingly volatile, the need for Metro to take proactive, locally-driven steps to foster economic resiliency has never been more urgent.

The Fund will provide: 1) technical assistance and access to capital with favorable terms, 2) access to private equity financing to fund startups, early-stage, and emerging companies, and 3) a pipeline to sustainability and growth for small businesses and nonprofits with a social enterprise. A social enterprise is an organization or venture (within an organization) that advances a social mission through market-based strategies. By supporting these businesses, the Fund also supports Metro's goals to create vibrant, culturally rich, and economically sustainable station areas that increase ridership and community confidence in our transit investments.

Metro released a highly specialized Request for Proposals to identify a Program Administrator for the Fund, prioritizing expertise in lending, outreach, technical assistance, and deep community ties within the FSAs. The EDP Fund Program Administrator contract is structured to include a three-year base contract with two, one-year options to be exercised at Metro's discretion. The base contract includes internal and external stakeholder engagement, Fund set-up, program administration, and close-out. The program administrator is responsible for meeting the five tasks described below.

**Task 1 - Program Administration:** meet resource requirements, including personnel and the infrastructure to administer the Fund. Deliverables include the Personnel Plan, Infrastructure Framework, Fund Administrative Guidelines, Disbursement Agreement, and the Review and Dispute Process.

**Task 2 - Fund Implementation and Tracking:** process business eligibility by developing a timeline for evaluation, underwriting loan applications, ongoing monitoring, and loan payment guidance. Deliverables include administering the Fund account, providing match requirements, developing standard operating procedures, and completing the End of the Loan Origination Period Report.

**Task 3 - Technical Assistance and Marketing Plan:** provide in-house technical assistance to eligible small businesses and nonprofit organizations to secure Fund resources and offer referral services to businesses denied or approved, including but not limited to service providers CPCFA, IBANK, Go Biz, Small Business Development Centers (SBDC), Financial Development Corporations, L.A. County Department of Economic Opportunity, the economic development departments of local jurisdictions, discounted utility services, and marketing resources. Deliverables include a Marketing Plan and Technical Assistance Services Summary and Execution Plan.

**Task 4 - Fund Reporting and Auditing:** provide progress reports commensurate with the Loan Approval Committee frequency, summary reports, quarterly reports, and an annual report to Metro's Project Manager. Respond to annual and Office of the Inspector General audits that may occur from time to time.

**Task 5 - Fund Close-Out Plan:** develop a Fund Close-Out Plan that identifies the processes for closing out the Fund when all loan repayments have been received and illustrate longevity to service loans throughout extended terms required for real estate acquisition loans.

The proposed Program Administrator, Vermont Slauson Local Development Corporation (VSLDC),

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brings decades of mission-aligned experience to this effort. VSLDC is a certified CDFI located in South Los Angeles only 1.5 miles east of the K Line. VSLDC's current service area includes most of the K Line portion of the FSA except for a small southwest portion. To meet contract requirements, this area and Little Tokyo will be incorporated for all program activities. VSLDC is also partnering with, Mega Bank, a Minority Depository Institution (MDI), to perform commercial real estate loans in the FSA. Their model integrates tailored technical assistance, proactive marketing, culturally competent outreach, and financial products designed specifically for the challenges faced by businesses within the FSAs.

Approving this recommendation will position Metro as a leader in equitable transit-oriented development, while also leveraging additional private and public sector resources to amplify its impact. Given the increasing challenges small businesses face, compounded by macroeconomic uncertainty, it is imperative that Metro acts swiftly and thoughtfully. The EDP Fund represents a meaningful, actionable response, one that honors the resilience of our communities and helps ensure that Metro's investments uplift the neighborhoods we serve.

### **DETERMINATION OF SAFETY IMPACT**

There is no direct safety impact associated with the recommended action.

### **FINANCIAL IMPACT**

Since this is a multi-year contract, the Cost Center Manager and Project Manager will be responsible for allocating budget for the overall expenditure across subsequent years until project completion, including any options exercised. Up to \$853,000 in repayment proceeds from the COVID-19 Recovery Loan Program is also designated for program administration.

#### **Impact to Budget**

To initiate program administration, funds for this contract in the amount of \$1,000,000 have been requested in the FY26 budget (Cost Center 4530, Project 610026, Economic Development, Account 50316). Future funding obligations will be included in annual budget preparation by TOC staff.

The funding for this contract is General Funds. These funds are eligible for Metro bus and rail capital and operating expenditures.

### **EQUITY PLATFORM**

The Fund has the potential to positively impact over 200 small, legacy and locally owned businesses, nonprofit organizations with social enterprises, the surrounding community, and transit riders located within 1/2 mile of the K Line and the Little Tokyo segment of the A/E Line. These lines traverse through EFCs in South Los Angeles and Little Tokyo. Business ownership is diverse and reflective of the local community. This action will ensure funds are available to secure a certified CDFI to administer and market the Fund.

The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of

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certified firms that perform these services (Attachment B). A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms (Attachment C).

### **VEHICLE MILES TRAVELED OUTCOME**

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit transit oriented communities and further encourage transit ridership, ridesharing, and active transportation. This fund will support businesses that are located within walking distance of the A/E and K Lines and will provide Metro's riders and local residents with opportunities to access goods and services without using a car. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

These recommendations support Vision 2028 Strategic Plan Goals 3 and 4. The EDP and the Fund are grounded in enhancing communities and lives through mobility and access to opportunity (Strategic Goal 3) by working with economic development stakeholders to leverage the public transportation system to create a safe and pleasant environment to access transit and increase transit ridership by facilitating commercial revitalization, stimulating private investment, and supporting the preservation and growth of small businesses near transit. Additionally, the need for transforming LA County through regional collaboration and national leadership (Strategic Goal 4) is greater than ever with the anticipation of the World Cup and Olympics. Metro is well-positioned to partner with LA County jurisdictions to create a national model for supporting small businesses in underrepresented communities by leveraging transportation assets to spur revitalization, enhance the ridership experience, and address safety concerns.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the Program Administrator for the EDP Fund. Staff does not recommend this action. This recommendation helps carry out a Board-approved program in furtherance of Metro's Equity Platform and Strategic Goals. With rising inflation, increasing rents, and the lack of access to capital, the consequences of non-action include the potential displacement of small, BIPOC, legacy businesses renting along the proposed corridors, and disinvestment in the communities surrounding Metro's multibillion-dollar transit investment.

## **NEXT STEPS**

Upon Board approval, staff will execute Contract No. PS122552000 with Vermont Slauson - LDC, Inc. for the Transit Oriented Communities Economic Development Program Pilot Investment Fund Program Administrator and return to the Board with program guidelines later this calendar year, marketing and launching the program in 2026.

## **ATTACHMENTS**

Attachment A - Metro Board Motions

Attachment B - DEOD Summary

Attachment C - Procurement Summary

Prepared by: Michelle Banks-Ordone, Senior Director, (213) 547-4375

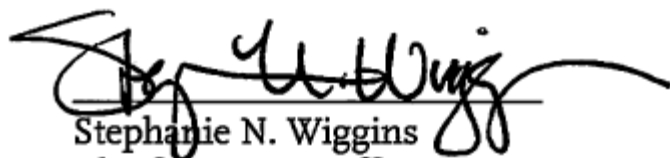
Nick Saponara, Executive Officer, (213) 922-4313

Holly Rockwell, Senior Executive Officer, (213) 547-4325

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by:

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



Stephanie N. Wiggins  
Chief Executive Officer



Metro

**Board Report**

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**File #:** 2015-1479, **File Type:** Motion / Motion Response**Agenda Number:** 58.

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**REGULAR BOARD MEETING  
SEPTEMBER 27, 2015****Motion by:****Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl**

September 27, 2015

**Relating to Item 58, File ID 2015-1088;  
IMPLEMENTATION OF AFFORDABLE HOUSING AND BUSINESS LOAN FUNDS**

In March 2015, the Metropolitan Transportation Authority (Metro) Board of Directors (Board) directed the Chief Executive Officer to negotiate the terms and conditions for Metro's participation in a multi-partner Countywide Transit-Oriented Affordable Housing and Business Loan Fund (Proposed Fund). The purpose of the Proposed Fund was to promote development and preservation of affordable housing and small businesses within a half-mile of Metro rail stations, bus rapid transit or rapid bus stops.

Staff has engaged members of the community development and finance communities in exploring potential formats for the Proposed Fund with an emphasis on transit oriented communities. While the residential and commercial purposes of the Proposed Fund are synergistic, their administration, approach and objectives are materially different, therefore necessitating two separate funding frameworks.

With regard to the Affordable Housing Loan Fund, staff has identified a consortium led by the California Community Foundation and Low Income Investment Fund that has the local experience, depth of potential investor interest and deep experience in creating and implementing housing investment funds to meet the Board's objectives for this investment. The consortium has committed to securing over \$60 million to match Metro's \$10 million commitment in order to meaningfully capitalize the loan fund.

With regard to the Business Loan Fund, staff has reached out to a number of impacted stakeholders, and has indicators that a potential comprehensive package of loan products requires additional consideration. However, staff has identified an immediate and critical gap in available funding for commercial tenant improvements both as a component of mixed-use affordable housing projects and in small, free standing commercial properties in close proximity to transit facilities, but the challenge extends to community-based retail tenants within one and one-half mile of transit corridors. With

regard to ground floor retail in mixed-use affordable housing projects, a study by the City of Los Angeles indicated that nearly 20% of the City of LA's funded affordable housing projects have vacancies, with most of these vacancies concentrated in underserved neighborhoods. In addition, Metro affordable housing joint developments have chronic vacancies at Hollywood and Western, Westlake MacArthur Park, 1<sup>st</sup> and Boyle, and Del Mar Stations. Providing grants to support the establishment of local, small businesses within projects such as these can support local economic development initiatives and promote job creation while lowering the risks of displacement and contributing to the revitalization of transit-oriented communities.

**MOTION by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl** directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows:

- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects) that leverages Metro's financial contribution, as previously approved by the Board in March 2015, and return to the Board for approval of the final terms and conditions;
- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

**Metro****Board Report****File #:** 2020-0307, **File Type:** Motion / Motion Response**Agenda Number:** 43.**REGULAR BOARD MEETING  
APRIL 23, 2020****Motion by:****DIRECTORS RIDLEY-THOMAS, KUEHL, BUTTS, GARCETTI, and  
DUPONT-WALKER****Assistance to Transit-Oriented Businesses in Response to COVID-19**

On August 25, 2016, Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the Transit-Oriented Communities (TOC) Small Business Program, allocating \$1,000,000 in loan funding for tenant improvements to ground floor retail spaces in affordable housing projects near High Quality Transit Nodes.

The purpose of the TOC Small Business Program was to provide low-interest, flexible loans to support small businesses that are located close to public transit. The TOC Small Business Program funding has been allocated to the Los Angeles County Development Authority (LACDA), to administer the program on behalf of Metro. However, to date, there has been limited interest in the fund, with \$853,000 still available.

In response to the COVID-19 pandemic and resulting economic impacts locally, the LACDA has established a Business Recovery Loan Program (Loan Program) to provide immediate relief to small businesses. This Loan Program, initially funded with \$3,000,000 from the Economic Development Administration, was created to provide flexible borrowing options for Los Angeles County business owners to enable them to remain viable until the economy reopens. There is significant demand for the Loan Program, with over 800 businesses expressing interest in securing a loan within 24 hours of the launch of the Program.

Repurposing the TOC Small Business Program into a TOC Business Recovery Loan Program could provide a critical and timely tool to sustain small businesses located close to transit, which are struggling to survive the COVID-19 economic crisis. The repurposing of these funds also advances Metro's continued partnership with other governmental entities and community-based organizations to support LA County residents and business owners facing hardships due to the COVID-19 pandemic.

**SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19****RECOMMENDATION**

APPROVE Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

1. Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
2. Require the loans funded with Metro funds be subject to the following requirements:
  - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
  - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;
  - c. There will be no loan origination fee and no collateral required; and
  - d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.
3. Limit LACDA's administrative costs to no more than \$37,000; and
4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

**AMENDMENT**

**Board Meeting**

April 22, 2020

**Item 43: Assistance to Transit-Oriented Businesses in  
Response to COVID-19**

WE FURTHER MOVE that the Board direct the CEO to:

1. Ensure that any Metro funding added to the LA County Business Recovery Loan Program will be repaid back to Metro and retained for the Transit Oriented Communities Small Business Program;
2. Work with LACDA to ensure geographic distribution of Metro funds across subregions; and
3. Report back to the Planning & Programming Committee in 120 days with recommendations for improvements to the Transit Oriented Communities Small Business Program, including but not limited to guideline revisions to make funding easier for small businesses to access.

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## Metro

## Board Report

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**File #:** 2020-0910, **File Type:** Motion / Motion Response**Agenda Number:** 49.

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JANUARY 21, 2021**

**Motion by:****DIRECTORS GARCETTI, KUEHL, SOLIS, AND KREKORIAN**

## Metro Small-Scale Retail

Services and retail offered at transportation hubs support a robust and attractive system. Retail activity as part of the transportation experience can increase safety, support communities, and directly create economic opportunities. Metro staff presented the Concessions Study Report to the Board in 2014 which found that Metro could realize more than \$800,000 per year in net revenue with a system-wide concession program. With the ongoing financial crisis from COVID-19, Metro needs to evaluate all options for increasing revenue.

Since 2014, Metro's portfolio of projects has expanded, including Active Transportation and Bus Rapid Transit Corridors. These types of projects have more interfaces with local rights-of-way than traditional bus stops or rail stations, resulting in more complex relationships between Metro and local jurisdictions. Metro's potential opportunities for concessions may be broader now than several years ago and could include equity-informed community partnerships or business cases started through Unsolicited Proposals.

**SUBJECT: METRO SMALL-SCALE RETAIL****RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Kuehl, Solis, and Krekorian as amended that the Board direct the CEO to:

- A. Revisit the findings of the Jones Lang LaSalle Concessions Program Concept for Metro Owned Facilities report dated June 28, 2013 and develop an assessment of needs to establish a small-scale retail program that supports small and disadvantaged businesses, and microentrepreneurs, including context-sensitive community partnerships, in Metro's current portfolio of projects.

File #: 2020-0910, File Type: Motion / Motion Response

Agenda Number: 49.

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**Amendment by Dupont-Walker:** Include opportunities to complement and partner with the Transit-Oriented Communities Small Business Program, which is currently being updated by Countywide Planning.

- B. Form a working group to determine opportunities and next steps for advancing this work.
- C. Report back to EMC with an update in 90 days.

**DEOD SUMMARY**

**TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM  
PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR / PS122552000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of certified firms that perform this service. Vermont Slauson – LDC, Inc. listed three non-certified firms to perform the services of this contract.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage is not applicable to this contract.

**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.

## PROCUREMENT SUMMARY

**TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM  
PILOT INVESTMENT FUND PROGRAM ADMINISTATOR / PS122552000**

1.	<b>Contract Number:</b> PS122552000	
2.	<b>Recommended Vendor:</b> Vermont Slauson – LDC, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> April 4, 2024	
	<b>B. Advertised/Publicized:</b> April 4, 2024	
	<b>C. Pre-Proposal Conference:</b> April 22, 2024	
	<b>D. Proposals Due:</b> August 5, 2024	
	<b>E. Pre-Qualification Completed:</b> March 12, 2025	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> October 9, 2024	
	<b>G. Protest Period End Date:</b> April 22, 2025	
5.	<b>Solicitations Downloaded:</b> 101	<b>Bids/Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Marc Margoni	<b>Telephone Number:</b> (213) 922-1304
7.	<b>Project Manager:</b> Michelle Banks-Ordone	<b>Telephone Number:</b> (213) 547-4375

**A. Procurement Background**

This Board Action is to approve Contract No. PS122552000 to provide administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund. The Board approved Pilot Program Fund Service Area (FSA) includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. PS122552 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified firms that perform these services.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 9, 2024, updated the time for the virtual pre-proposal conference.
- Amendment No. 2, issued on May 30, 2024, extended the proposal due date from June 4, 2024 to July 8, 2024.

- Amendment No. 3, issued on June 24, 2024, added a supplemental Q&A session on July 1, 2024, and extended the proposal due date from July 8, 2024 to July 22, 2024.
- Amendment No. 4, issued on June 26, 2024, extended the time for the virtual Q&A session.
- Amendment No. 5, issued on July 22, 2024, extended the proposal due date from July 22, 2024 to August 5, 2024.

A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on August 5, 2024, and are listed below in alphabetical order.

1. Business Consortium Fund, Inc. (BCF)
2. PACE Finance Corporation (PFC)
3. Vermont Slauson – LDC, Inc.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from the Office of Equity and Race, Countywide Planning and Development, and Treasury, was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I – Minimum Requirements and Preferences Checklist: This is a pass/fail criteria. To be responsive, the proposer must meet the following:

- Provide evidence that the proposing firm is a Certified Community Development Financial Institution (CDFI).
- Acknowledge that Board approval of the program guidelines is a condition precedent to disbursing funds for the EDP Pilot Investment Fund.
- Provide a narrative describing CDFI knowledge and level of participation as a financial institution in the CPCFA California Capital Access Program (CalCAP) and the Collateral Support program.
- Provide a narrative of familiarity with IBANK Financial Development Corporations (FDCs) to provide loan guarantees through the California Small Business Credit Initiative.
- Provide a narrative that describes the CDFI's ability to guarantee that all lending and technical assistance under this award is within the Fund Service Area only.
- Provide a narrative that the CDFI is committed to transparency and audit activities.

All three proposers met the Minimum Requirements and Preferences Checklist review and were further evaluated based on the following Phase II – Criteria for Evaluation:

- |  |     |
|--|-----|
| • Professional Experience                      | 25% |
| • Personnel Qualifications and Management Plan | 15% |
| • Approach and Methodology                     | 30% |
| • Cost   | 25% |
| • Optional Matching Funds                      | 5%  |

Several factors were considered when developing these weights, giving the greatest importance to approach and methodology.

From October 16, 2024, through January 6, 2025, the PET independently evaluated and scored the technical proposals. The evaluation period was delayed due to an unforeseen leave of absence. At the conclusion of the evaluation, the PET determined Vermont Slauson – LDC, Inc. to be the top ranked firm.

### **Qualifications Summary of Firms:**

#### Vermont Slauson – LDC, Inc.

Vermont Slauson LDC, Inc.'s (VSLDC) parent organization, Vermont Slauson Economic Development Corporation (VSEDC), a nonprofit 501(c)(4) corporation, was founded in 1981 as a citizen advisory committee by Marva Smith-Bey and former City of Los Angeles Mayor Tom Bradley. VSEDC's primary mission is to facilitate community development and the revitalization of South Los Angeles and neighboring communities. VSEDC created VSLDC as a 501(c)(3) nonprofit in 1983 to manage grants and contracts, with VSLDC achieving CDFI certification as a loan fund in 2018.

VSLDC's experience and program methodology demonstrated a strong understanding of the objective of Metro's Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) and an ability to establish and administer the Fund. VSLDC will partner with a Minority Depository Institution to administer the Fund. Collectively since 2020, they have originated 29 loans totaling \$28.3 million to small businesses and real estate projects either within the K Line and Little Tokyo FSAs or within zip codes that contain portions of the FSAs. VSLDC is headquartered along the Slauson Avenue corridor in the heart of South Los Angeles, only 1.5 miles east of the K Line FSA.

#### PACE Finance Corporation (PFC)

PACE Finance Corporation (PFC), a certified Community Development Financial Institution (CDFI), fosters community development by supporting low-income, social and economically disadvantaged, Black, Indigenous and other people of color-owned small businesses in Los Angeles County. Both PACE (Parent organization) and PFC

are approved as CalCap lenders for the Small Business Program. Since 2013, PACE/PFC has provided 86 loans in total of nearly \$3 million. PFC's principal place of business is Los Angeles, California.

PFC's proposal, although well-written, presented descriptions as general narratives. Short and concise information areas did not provide the nexus to the scope of services needed to understand the vision for administering the Pilot Investment Fund.

#### Business Consortium Fund, Inc.

Business Consortium Fund, Inc. (BCF) was established in 1987 in partnership with the National Minority Supplier Development Council to provide technical assistance and capital to minority business enterprises (MBEs). The disadvantaged businesses serviced by BCF face the same challenges of opportunity and capital faced by businesses located in the FSA. Currently, BCF has 56 active loans totaling \$4.1 million to MBEs that had limited access to capital. BCF's principal place of business is New York City, New York.

BCF demonstrated experience and a track record for developing investment funds and leading programs; however, BCF has not conducted outreach or provided loans in the FSA. They are out-of-state and did not demonstrate first-hand knowledge of the FSA.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Vermont Slauson – LDC, Inc.</b>				
3	Professional Experience	93.32	25.00%	23.33	
4	Personnel Qualifications and Management Plan	90.00	15.00%	13.50	
5	Approach and Methodology	90.00	30.00%	27.00	
6	Cost	100.00	25.00%	25.00	
7	Optional Matching Funds	100.00	5.00%	5.00	
8	<b>Total</b>		<b>100.00%</b>	<b>93.83</b>	<b>1</b>
9	<b>PACE Finance Corporation</b>				
10	Professional Experience	86.00	25.00%	21.50	
11	Personnel Qualifications and Management Plan	75.33	15.00%	11.30	
12	Approach and Methodology	83.33	30.00%	25.00	
13	Cost	60.00	25.00%	15.00	
14	Optional Matching Funds	100.00	5.00%	5.00	

<b>15</b>	<b>Total</b>		<b>100.00%</b>	<b>77.80</b>	<b>2</b>
<b>16</b>	<b>Business Consortium Fund, Inc.</b>				
<b>17</b>	Professional Experience	88.67	25.00%	22.17	
<b>18</b>	Personnel Qualifications and Management Plan	84.00	15.00%	12.60	
<b>19</b>	Approach and Methodology	86.67	30.00%	26.00	
<b>20</b>	Cost	39.40	25.00%	9.85	
<b>21</b>	Optional Matching Funds	100.00	5.00%	5.00	
<b>22</b>	<b>Total</b>		<b>100.00%</b>	<b>75.62</b>	<b>3</b>

### **C. Price Analysis**

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), price analysis, technical analysis, and negotiations. Staff successfully negotiated cost savings of \$64,745.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
1.	Vermont Slauson – LDC, Inc.	\$1,999,725	\$1,818,467	\$1,934,980
2.	PACE Finance Corporation	\$3,333,320		
3.	Business Consortium Fund, Inc.	\$5,075,381		

### **D. Background on Recommended Contractor**

Vermont Slauson - LDC, Inc., located in Los Angeles, CA has been in business since 1983 and has been providing comprehensive technical assistance to women, minority, and other underserved, low-to-medium income small business owners in South Los Angeles, including the Crenshaw Metro rail corridor and Little Tokyo Metro rail station's surrounding corridor. Under contract with both the City and County of Los Angeles, Vermont Slauson - LDC, Inc. has established a robust suite of programs and counseling to support the establishment and growth of small businesses with the goal of fostering economic development through entrepreneurship and the creation of generational wealth.



# We're Supporting Thriving Communities

ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND  
PROGRAM ADMINISTRATOR

PLANNING AND PROGRAMMING COMMITTEE  
FILE# 2025-0324

MAY 14, 2025

# Approve Recommendation

**AUTHORIZE** the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson-LDC, Inc. for administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, and \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to resolution of any properly submitted protest(s), if any.

# Background

## Board Directives

- > **2015** – Small Business Assistance Loan Program
- > **2020** – COVID-19 Recovery Loan Program
- > **2021** – Small Scale Retail Motion
- > **2022** – Economic Development Program

## Program Goals and Need

- > Build upon Metro construction mitigation programs to prevent displacement and promote long-term commercial stabilization near transit
- > Provide access to capital on favorable terms that target historically underserved BIPOC communities
- > Foster vibrant, culturally rich and economically sustainable station areas that increase transit ridership
- > Leverage Metro's \$5M Fund investment with other public and private sources as a transit agency model for equitable community development
- > Partner with a mission-driven Community Development Financial Institution (CDFI) to provide technical assistance and administer Fund



# Procurement Evaluation

Evaluation Criteria	Maximum Points	Vermont Slauson LDC, Inc.	PACE Finance Corporation	Business Consortium Fund, Inc.
Professional Experience	25.00	23.33	21.50	22.17
Personnel Qualifications and Management Plan	15.00	13.50	11.30	12.60
Approach and Methodology	30.00	27.00	25.00	26.00
Cost	25.00	25.00	15.00	9.85
Optional Matching Funds	5.00	5.00	5.00	5.00
<b>Total Score</b>	<b>100.00</b>	<b>93.83</b>	<b>77.80</b>	<b>75.62</b>

## DEOD Commitment

The Diversity & Economic Opportunity Department did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of small businesses that perform these services and the requirement that the prime be a Community Development Financial Institutions (CDFI).



# Pilot Investment Fund Administration Contract

## **Responsibilities**

The Fund Administrator is responsible for setting up the Fund, developing program guidelines for Metro's review, creating a close-out plan, and the day-to-day administration of the Fund, including, but not limited to:

- > marketing and outreach to eligible small businesses and nonprofit organizations;
- > determining participant eligibility;
- > processing applications, awarding funds, program tracking;
- > providing technical assistance.

## **Fund Service Area**

The Fund Service Area is a half-mile radius around the K-Line and Little Tokyo segment of the A/E Line to maximize business preservation after construction of new rail lines.



# Next Steps

1

**Mid 2025**

Execute Contract and  
initiate development  
of Program Guidelines

2

**Late 2025**

Board consideration  
of Final Program  
Guidelines

3

**Early 2026**

Launch Program



## Board Report

File #: 2025-0376, File Type: Program

Agenda Number: 15.

### PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

**SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE  
(MAT) PROGRAM UPDATE**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements, in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements; and
- C. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

#### **ISSUE**

The Board's approval is required to reallocate funding from the Western/Slauson MAT project to the Crenshaw Boulevard First/Last Mile Improvements project. This action is prompted by a request from the grantee, the City of Los Angeles, (city) to secure needed funding for the Crenshaw Boulevard First/Last Mile Improvements project.

#### **BACKGROUND**

The MAT Program is included as line item 47 in the Measure M Expenditure Plan and allocates \$857.5 million (2015 dollars) for investment in active transportation infrastructure over 40 years.

The Board approved the first MAT Program funding cycle process and selection criteria in January 2020 , and the project selection and programming of \$63,100,000 in Measure M MAT Program funds in January 2021 . The Western/Slauson MAT project was awarded \$3,606,043 from FY21-FY25 to improve safety and access to bus stops at the intersection of Western Avenue and Slauson Avenue by deploying a broad range of first/last mile improvements including landscaping and shade, curb

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ramps, high visibility crosswalks, improved sidewalks, and bicycle friendly intersections.

Crenshaw Boulevard First/Last Mile Improvements will be part of a the unique Destination Crenshaw project that will improve pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard while also incorporating art installations, open space, and community gathering space. When complete, it will serve as a high-visibility gateway and community asset for South Los Angeles.

Last month, Metro received a request from the city to reallocate funding awarded for the Western/Slauson project. In order to accommodate this request, staff is seeking Board action to reallocate funds, waive program requirements, and authorize the CEO to negotiate and execute agreements, noting intent for agreement terms to assure that Western/Slauson will be delivered with other funding as described further below. The amount of the recommended reallocation is \$3,379,169.89, representing the original award to Western/Slauson reduced by expenditures to date.

## **DISCUSSION**

Reallocating MAT funds will result in high value, high quality improvements consistent with the intent of the MAT program. Funding support for Crenshaw Boulevard First/Last Mile Improvements will facilitate delivery of a high-visibility complete street and cultural hub in advance of the 2028 Olympic Games.

Accommodating the city's requests, while it supports a high-value project consistent with the goals of the MAT program, is outside the process approved by the Board in 2020. Specifically, Cycle 1 of the MAT program was based on an "invitation to apply" model with pre-selected and ranked project locations based on the Board-adopted Active Transportation Strategic Plan . Crenshaw Boulevard First/Last Mile Improvements, which will serve as a first/last mile project for K Line stations at Leimert Park and Hyde Park, was not an eligible project location at the time of the original competitive process; Therefore, the recommendation also includes an action to waive applicable eligibility requirements. Staff recommends this approach as appropriate because it will reallocate funds to the same grantee (city of Los Angeles), who is providing assurance the original awarded project will be fully funded and completed, and because all project elements delivered with MAT funds will be eligible improvements.

Staff will additionally negotiate and execute a revised Funding Agreement. Of note, city staff have indicated a commitment to subsequently fund and complete the Western/Slauson project. As part of negotiations, staff will develop agreement provisions to formalize this commitment and pursue other options to preserve the value of work completed to date on the Western/Slauson project.

## **DETERMINATION OF SAFETY IMPACT**

Projects funded through the MAT program are intended to improve safety for people walking, biking, and rolling to transit stations. The implementation of the project associated with this action will improve safety along the Crenshaw Boulevard corridor and for people accessing K Line stations.

## **FINANCIAL IMPACT**

The recommended action will have no direct financial impact as it is reallocating previously programmed funds. The city's commitment to secure additional funding to complete the Western/Slauson project will result in successfully leveraging Metro resources to result in additional walk, bike, and safety improvements.

As part of subsequent negotiations associated with this action, staff will determine a schedule for the Crenshaw Boulevard First/Last Mile Improvements project that may result in changes to the yearly programmed funds. Any such changes will be reported to the Board in subsequent MAT program updates. The Cost Center manager and Chief Planning Officer are responsible for the budgeting funds as needed for future years.

#### Impact to Budget

In FY25, \$3,937,521.00 is budgeted in Cost Center 0441 (subsidies budget-Planning), Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions.

Since MAT projects are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures. Taking this action will not impact Metro's finances as the funding is already dedicated to active transportation and first/last mile projects implemented by local jurisdictions.

#### EQUITY PLATFORM

The recommended action reallocates funding for improvements centered at the intersection of Western Avenue and Slauson Avenue to instead deliver improvements along Crenshaw Boulevard. Census tracts surrounding Western/Slauson are predominantly in the high need tier for Metro Equity Focused Communities. The table below provides a high-level summary of equity considerations for the two project areas inclusive of share of low income households, and Black, Indigenous, and Persons of Color (BIPOC) Households.

PROJECT	% low income	% BIPOC	Very high need EFC census tracts	High need EFC census tracts
Western/Slauson	59%	97%		06037232500, 06037237202
Crenshaw Boulevard First/Last Mile Improvements	60%	70%	06037234600	06037234901, 06037235202, 06037234901

Of note, the city has indicated intent to subsequently fund and deliver the Western/Slauson project.

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In finalizing agreements for the reallocated project, Metro will formalize the city's commitment to the Western/Slauson project inclusive of preserving Community Based Organization (CBO) and other stakeholder participation. Finally, while MAT funding for Crenshaw Boulevard First/Last Mile Improvements will deliver core, eligible active transportation and safety improvements, the larger project of Destination Crenshaw with additional funding sources is intended to serve as a cultural and artistic celebration and gathering place for Los Angeles' black community.

In Cycle 1 of the MAT Program, eligible projects were invited to apply for the MAT program based on a screening and ranking process intended to target high need locations based on indexes of socio-economic and environmental disadvantage.

### **VEHICLE MILES TRAVELED OUTCOME**

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

### **ALTERNATIVES CONSIDERED**

The Board may consider not approving the reallocation. This is not recommended as it would fail to

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accommodate a funding need for a high-visibility project in advance of the 2028 Olympic Games. Further, this action is intended to leverage available MAT funding by completing the Western/Slauson project with other resources. As such, not reallocating funds as recommended would forestall this opportunity.

### **NEXT STEPS**

Upon approval, staff will provide an updated programming table for MAT Cycle 1 in a Board Box and will further report this action in upcoming Board updates on the MAT program. Staff will negotiate and execute a Funding Agreement, inclusive of a discreet scope of work for MAT funded improvements for Crenshaw Boulevard First/Last Mile Improvements as part of the Destination Crenshaw project and provisions to assure completion of the Western/Slauson project.

Prepared by: Neha Chawla, Senior Manager, Countywide Planning and Development, (213) 922-3984  
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Stephanie N. Wiggins  
Chief Executive Officer



**Metro is making it easier to walk, bike, and roll**

**METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM  
CYCLE 1 PROGRAMMING UPDATE**

**PLANNING & PROGRAMMING COMMITTEE**

# Staff Recommendations

## CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements;
- C. AUTHORIZING the CEO, or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.



# Background

- > The Western/Slauson MAT project was awarded \$3,606,043 from FY21-FY25 to improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave.
- > Crenshaw Boulevard First/Last Mile Improvements is part of a unique project that will improve pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard while also incorporating art installations, open space, and community gathering space.
- > Metro received a request from the City to repurpose funding awarded for the Western/Slauson project to Crenshaw Boulevard First/Last Mile Improvements

## Discussion

- > Funding support for Crenshaw Boulevard First/Last Mile Improvements will facilitate delivery of a high-visibility complete street and cultural hub in advance of the 2028 Olympic Games.
- > Crenshaw Boulevard First/Last Mile Improvements was not an eligible project location at the time of the original competitive process. As such, the recommendation also includes an action to waive applicable eligibility requirements. This approach will reallocate funds to the same grantee (City of Los Angeles and Destination Crenshaw). The grantee is providing assurance the original awarded project will be fully funded and completed. All project elements delivered with MAT funds will be eligible improvements.

# Equity

- Crenshaw Boulevard First/Last Mile Improvements is predominantly located within the very high need tier with census tracts at least 60% low income and at least 70% BIPOC households.
- MAT funding will deliver core, eligible active transportation and safety improvements and the larger project with additional funding sources is intended to serve as a cultural and artistic celebration and gathering place for Los Angeles' black community.



## Next Steps

- > Staff will provide an updated programming table for MAT Cycle 1 in a Board Box and will further report this action in upcoming Board updates on the MAT program.
- > Staff will negotiate and execute a Funding Agreement, inclusive of a discreet scope of work for MAT funded improvements for Crenshaw Boulevard First/Last Mile Improvements and provisions to assure completion of the Western/Slauson project.



Metro

## Board Report

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

**File #:** 2025-0106, **File Type:** Informational Report

**Agenda Number:** 16.

**PLANNING AND PROGRAMMING COMMITTEE**

**MAY 14, 2025**

**EXECUTIVE MANAGEMENT COMMITTEE**

**MAY 15, 2025**

**SUBJECT: SOUTHEAST GATEWAY LINE SLAUSON / A LINE TO LOS ANGELES UNION  
STATION STUDY UPDATE**

**ACTION: RECEIVE AND FILE**

### **RECOMMENDATION**

RECEIVE AND FILE status report on the Southeast Gateway Line Slauson/A Line to Los Angeles Union Station (LAUS) Study.

### **ISSUE**

The Board directed staff to initiate a Slauson/A Line to LAUS Segment Study (the LAUS segment) to identify a cost-effective alignment route and configuration in lieu of the all-grade separated configuration (underground from LAUS to I-10 along Alameda and aerial along A Line to Slauson Station) included in the Draft EIS/EIR. Metro staff has completed the study and this item presents the findings of the LAUS Segment study and discusses next steps.

### **BACKGROUND**

In January 2022, the Board identified the Locally Preferred Alternative (LPA) for the Southeast Gateway Line (SGL). The LPA includes a 14.5-mile light rail transit (LRT) line with nine stations from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in the City of Artesia, a new C Line infill station at I-105, five parking facilities, and a maintenance and storage facility (MSF) in the City of Bellflower. The LPA was subsequently approved by the Board on April 25, 2024, after certifying the Environmental Impact Report (EIR) per the California Environmental Quality Act and the Environmental Impact Statement (EIS) per the National Environmental Protection Act (NEPA) successfully receiving a Record of Decision (ROD). The Project has initiated implementation of the early works components of the project.

As part of the January 2022 Board Action, the Board also identified LAUS as the ultimate northern terminus for the Project and directed staff to conduct a separate study to identify and evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from the SGL

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Slauson/A Line Station to LAUS, inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). The study intended to provide an opportunity to identify concepts that would lower the project capital cost, make it competitive for “New Starts” Grant Funding, and reengage the community to best define a project (including station design and locations) to meet the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area. The study also provided an opportunity to address several comments received from the Little Tokyo community related to the Little Tokyo Station location and design. Attachment A includes the LAUS Segment Study Executive Summary.

## **DISCUSSION**

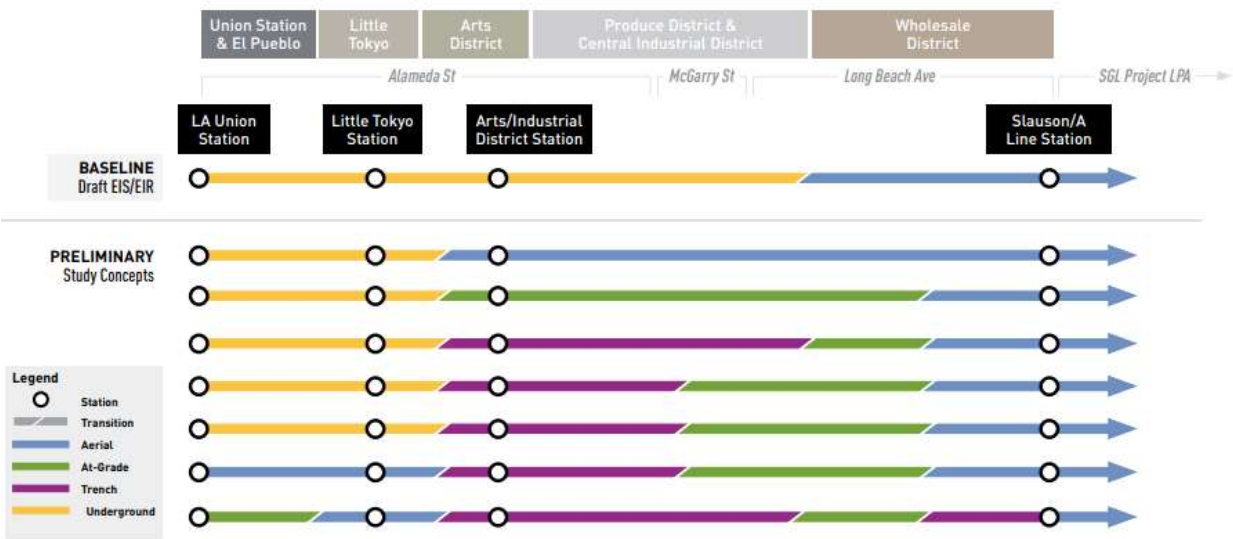
At the January 2022 meeting, the Board approved Motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Duta to recommended that the Board adopt as policy that the full SGL project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail (Attachment B). As directed by Motion #10, staff worked with downtown stakeholders to explore a cost-effective/competitive alignment for the Slauson/A Line to LAUS segment for “New Starts” Grant Funding. The FTA's New Starts project evaluation uses a weighted, multi-criteria framework. Qualitative and quantitative ratings across various criteria are combined to produce justification, financial, and summary ratings. Notably, cost-effectiveness is a critical factor; projects rated below 'medium' will not receive funding, regardless of performance in other areas.

Study Approach: Lower the LAUS segment cost & make it cost-effective/competitive for “New Starts” grant funding

The LAUS segment includes a 4.5-mile segment along Alameda Street from LAUS to the Slauson/A Line Station, in which three stations are being considered: LAUS, Little Tokyo, and Arts/Industrial District. A range of preliminary concepts were developed based on key considerations, including providing a one-seat ride to LAUS, enhancing regional and local mobility, supporting economic growth and transit connections, potential to transform the Alameda Corridor character, and cost competitiveness for seeking Federal “New Starts” funding. These concepts are shown in Figure 1 below. The concepts were then further narrowed based on stakeholder feedback and technical considerations such as right-of-way constraints and operational constraints.

*Figure 1: Preliminary Study Alignment Concepts*

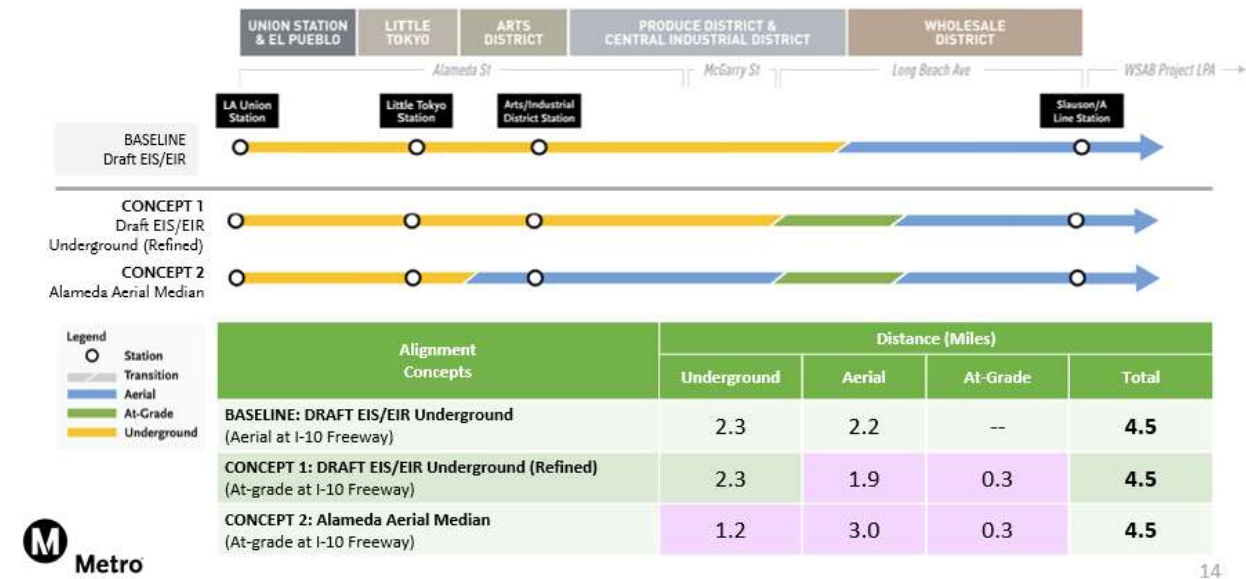
Preliminary Study Alignment Concepts



Two concepts were advanced and evaluated in comparison to the baseline alignment from the Draft EIS/EIR, as shown in Figure 2. The two concepts include:

- Concept 1: Draft EIS/EIR Underground Refined
- Concept 2: Alameda Aerial Median

Figure 2: Slauson/A Line to LAUS Study Baseline and Concepts



Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via tunnel boring machine between LAUS and 14<sup>th</sup> Street. The alignment was revised to an at-grade segment under the I-10 freeway instead of an aerial configuration that was proposed in the Draft EIS/EIR. Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the Approved Project at Slauson/A Line Station.

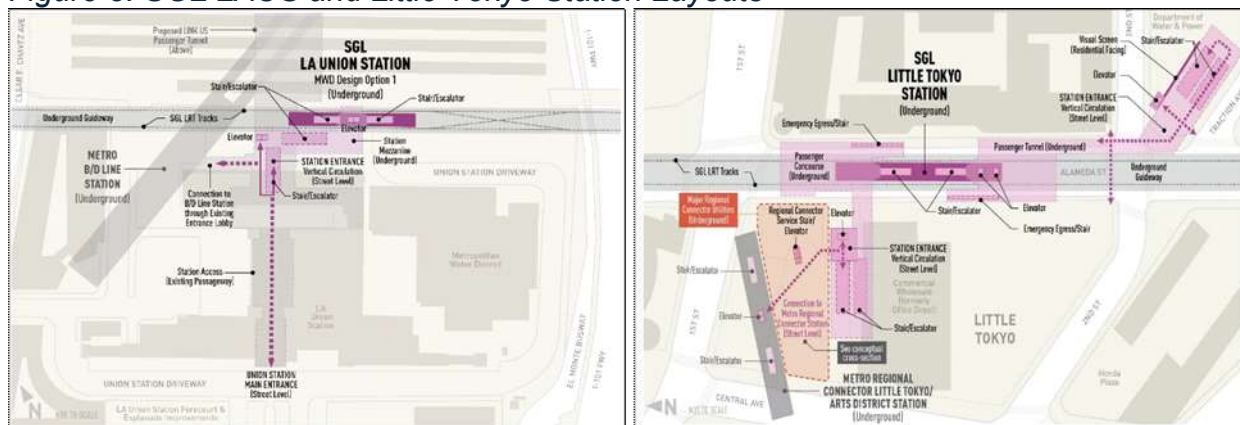
Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4<sup>th</sup> Street and 14<sup>th</sup> Street instead of an underground alignment. Similar to Concept 1, Concept 2 proposes an at-grade configuration under the I-10 freeway and continues on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the LPA at Slauson/A Line Station.

### Station refinements to address stakeholder comments

This study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR. Figure 3 shows the station layouts.

- At LAUS, the Metropolitan Water District station option is proposed to be advanced instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area.
- In Little Tokyo, the Little Tokyo Station is being included for all concepts as requested by the Metro Board. The layout and configuration of the station portals were refined to address stakeholder comments and input. The north entrance portal has been shifted closer to the A and E Line portal entrance, and the southern portal has been rotated to allow for improved visual considerations for adjacent residences.

**Figure 3: SGL LAUS and Little Tokyo Station Layouts**



### Stakeholder and Public Outreach

Metro staff coordinated closely with stakeholders and the public in the study area to ensure the design and study recommendations reflect community input. Outreach efforts included booths at community events, collaborating with community-based organizations (CBOs), and study-specific briefings, including: 13 community stakeholder and public meetings, one in-person community update meeting, 2 virtual stakeholder working group (SWG) meetings, 6 property owner briefings, and 5 CBO partnerships. CBO partners were each sponsored at the \$500 level to help reach out to stakeholders, distribute project information and encourage participation at working group sessions and hosted project briefings. Comments and feedback received from stakeholders are considered in the study findings.

Feedback from the stakeholder meetings and property owner briefings indicated that stakeholders overwhelmingly preferred an underground alignment concept. 94% of stakeholders, including



residents, businesses and property owners, preferred an underground alignment, while 6% stated they had no preference. No stakeholders preferred an aerial alignment. Key topics of concern for stakeholders included potential business impacts, noise and vibrational impacts, urban design, and visual effects.

### Key Findings

Each concept was evaluated for engineering constraints, environmental considerations, cost savings, and public support. Table 1 summarizes the environmental considerations for the alignment concepts, evaluating factors such as street closures, grade crossings, traffic circulation, freeway access, on-street parking, utility relation, noise and vibration, and planned bicycle facilities.

*Table 1: Environmental Considerations Summary*

ALIGNMENT CONCEPTS	ENVIRONMENTAL CONSIDERATIONS					
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES
Baseline Draft EIS/EIR Alternative 1 <i>LA Union Station to Pioneer Station</i>						
Concept 1 Draft EIS/EIR <i>Underground Refined</i>						
Concept 2 <i>Alameda Aerial Median</i>						

Potential for Effects:  None or Low  Moderate  High

### Updated Cost & Schedule Estimate

At the time of the study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041. The estimated YOE cost was approximately \$7.75 billion for Concept 1 and \$6.72 billion for Concept 2.

The Metro Measure M Funding Plan (Central City Subregion planning area) includes \$400 million (in 2015 dollars) for the LAUS segment, which is equivalent to \$928.9 million to \$1.076 billion in YOE dollars.

Financial modeling indicates potential schedule acceleration for Concept 2 (Alameda Aerial Median) under current assumptions. However, the earliest possible completion date is 2048 due to existing Board federal funding priorities for the Southeast Gateway Line Approved Project, Eastside Corridor Phase 2, and the Sepulveda Transit Corridor projects. Further funding constraints include the need to issue bonds to accelerate local funding, which could increase debt service costs and potentially impact the agency's ability to fund future projects. Concept 1 has a projected completion date of 2053.

**Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be \$12.2 B and \$8.9 B (YOE \$), respectively.** The cost per mile for Concepts 1 and 2 is approximately \$2.72 billion and \$1.98 billion, compared to the Approved Project cost of \$480 to \$600 million per mile.

The high costs will make this LAUS segment more difficult to fund without significant new sources of revenue that were not envisioned in the original Measure M Expenditure Plan while not affecting the funding of other Board approved projects. Even after accounting for inflation adjustments, the cost estimate far exceeds the currently programmed funding for this Project. In addition, the currently approved SGL project, for which early works projects have been initiated, has yet to secure all funding to complete the funding plan. Staffing to support the continued progression of studies for the LAUS segment is strained against the needs of existing Metro priority projects and the major events planned for the region over the next few years. To address these constraints, if sufficient additional resources are committed, specialized staffing and consultant support can be allocated to complete specific deliverables that advance the environmental clearance and develop a funding plan.

Metro staff are exploring consideration of other potential external funding sources, which could include an Enhanced Infrastructure Financing District (EIFD). An EIFD could use property tax increment generated through increased property value within a defined geographic area to fund projects. Solutions Alameda Coalition (SAC), an advocacy non-profit organization, completed an EIFD analysis that suggests that potential funding could be generated for projects.

Given the funding uncertainties generally, staff recommend proceeding with the LAUS segment after the following key steps are completed:

- 1. Secure Full Funding Grant Agreement (FFGA) for the Approved Project (Slauson/A Line to Pioneer):** Securing funding commitments for the Approved Project segment is critical for the initial operating segment of this corridor, and must be completed before initiating additional studies, environmental clearance, advanced design, etc., for the LAUS segment. The goal is to obtain a FFGA for the Approved Project by **Q1 2027**.
- 2. EIFD Formation and Commitment:** Given the completion of the LAUS Segment Study and to develop a viable funding strategy, the City and County of Los Angeles must formally establish the EIFD and make a clear commitment of revenues to the SGL project. Staff will continue to collaborate with the City and County to support EIFD implementation and clarify the funding need and commitments. If the City and County demonstrate sufficient commitments to establish an EIFD, and if initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.

## **EQUITY PLATFORM**

The Approved Project and the LAUS Segment will benefit communities by adding a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities along the corridor. The SGL corridor is comprised largely by Environmental Justice (EJ) communities. The LAUS Segment traverses through, and is adjacent to, established neighborhoods within the City of Los Angeles including but not limited to: Chinatown, El Pueblo de Los Angeles, Little Tokyo, Arts District, Industrial District, and Central-Alameda. In 2017 (the first year of environmental analysis), Black, Indigenous, and People of Color (BIPOC) residents comprised 71.6 percent of the total population in the LAUS Segment affected area. In addition, 46.1 percent of these communities are low-income.

During the environmental clearance phase of the Approved Project and the LAUS Segment study, staff has conducted extensive outreach efforts for corridor communities and has continued to engage project stakeholders through a variety of forums, platforms, languages, and access methods, including special outreach efforts to people of color, low income, and limited English proficiency populations, and persons with disabilities. Stakeholder feedback was received regarding privacy and visual impacts from the design of the Little Tokyo station portal and concerns of the design crossing the I-10 freeway. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to engage communities as a part of the LAUS Segment when the environmental phase is initiated.

## **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 through expanding high quality transit service. Metro conducted preliminary analysis as part of the Draft EIS/EIR which shows that the net effect of this project is to decrease VMT. Specifically, the VMT analysis in the Draft EIS/EIR for an alignment from LAUS to Artesia identified a reduction in daily regional VMT of 391,500 miles compared to the Horizon Year (2042) No Build Alternative conditions. 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**

Recommendation supports strategic plan goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 3: Enhance communities and lives through mobility and access to opportunity; and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

## **NEXT STEPS**

Staff will continue to support and advance the following activities before re-initiating further work on the LAUS Segment: (1) securement of an FFGA for the initial operating segment of the corridor by Q1 2027, (2) Formation of an EIFD by City's and County's with commitment of revenues/funding dedicated to the LAUS Segment, and (3) completion of efforts related to the 2028 Games.


## **ATTACHMENTS**

Attachment A - SGL Slauson/A Line to Los Angeles Union Station Study Executive Summary

Attachment B - Motion #10

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# Slauson/A Line to LA Union Station Study

## Southeast Gateway Line



**Metro**

APRIL 2025

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## Acknowledgments

**This study was made possible by the contributions and engagement of corridor stakeholders, including but not limited to:**

- Arts District Business Improvement District
- Downtown Industrial Business Improvement District
- El Pueblo De Los Angeles Commission
- Japanese American National Museum
- Little Tokyo Business Association
- Little Tokyo Community Council
- Little Tokyo Historical Society
- Little Tokyo Stakeholder Meeting
- Little Tokyo Towers
- Los Angeles River Artists and Business Association
- Stakeholder Working Group
- Solutions Alameda Coalition and Property Owners (Various)

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## Acronyms and Abbreviations

ACRONYM	DEFINITION
BRT	Bus Rapid Transit
CBO	Community-Based Organization
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
LA ART	Los Angeles Aerial Rapid Transit
Link US	Link Union Station
LPA	Locally Preferred Alternative
LRT	Light-Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
ROW	Right-of-Way
SGL	Southeast Gateway Line
TBM	Tunnel Boring Machine
WSAB	West Santa Ana Branch
YOE	Year of Expenditure

# Executive Summary

## Background

The Southeast Gateway Line (SGL)<sup>1</sup> (Project) is a proposed light-rail transit (LRT) line that will connect southeast Los Angeles (LA) County with Los Angeles Union Station (LAUS). Once completed, the alignment would extend approximately 19 miles from the southern terminus at Pioneer Station in Artesia to the northern terminus at LAUS in Downtown Los Angeles. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) identified Alternative 3: Slauson A (Blue) Line to Pioneer Station from the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as the Locally Preferred Alternative (LPA) for the Project. The Board selected LAUS as the ultimate project terminus and directed Metro staff to identify and evaluate cost-effective options for the alignment north of the SGL Slauson/A Line Station, inclusive of the LAUS Station, the Little Tokyo Station, and the Arts/Industrial District Station. The Final EIS/EIR for the LPA was released to the public on March 29, 2024. The Board approved the LPA and certified the Final EIS/EIR on April 25, 2024. The Federal Transit Administration issued the Record of Decision for the Project on August 23, 2024.

Per the Board's direction, Metro staff have prepared the Slauson/A Line to LA Union Station Study (Study) to evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from LAUS to the Slauson/A Line Station (corridor), inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). Improving the cost-effectiveness of the Slauson/A Line to LAUS corridor would also increase its competitiveness to receive Federal Transit Administration (FTA) New Starts program funding. The baseline alignment evaluated in this Study is shown in Figure ES-1. This is a stand-alone study and does not include the LPA.

<sup>1</sup> The Project was previously referred to as the West Santa Ana Branch Transit Corridor (WSAB). On March 15, 2023, the Metro Board of Directors approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to receive community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process, and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. Though WSAB was used throughout the Final Environmental Impact Study/Environmental Impact Report, the Southeast Gateway Line name is being used as the Project advances.

Figure ES-1

## SLAUSON/A LINE STATION TO LAUS



## Alignment Concepts and Station Refinements

This Study identified two alignment concepts and one design option that include refinements to the vertical profile and cost-effective alignment options from the alternative studied in the Draft EIS/EIR. Refinements to the Slauson/A Line Station to LAUS alignment along Alameda Street considered level of cost-effectiveness, constructability challenges, environmental considerations, and input from directly affected communities and stakeholders.

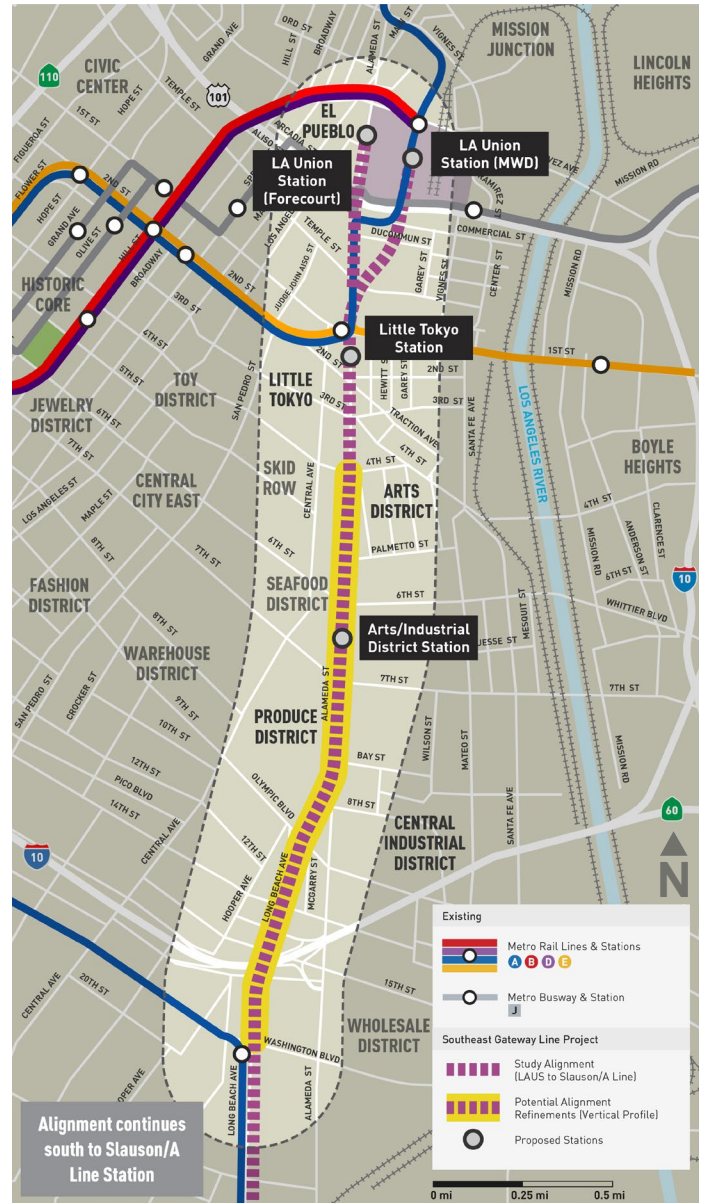
The Draft EIS/EIR Alternative 1: Los Angeles Union Station to Pioneer Station was used as the baseline for this Study. The portion of Alternative 1 from the Slauson/A Line Station to LAUS proposed an aerial configuration between the Slauson/A Line Station and the Interstate 10 (I-10) freeway, and a primarily underground configuration between the I-10 freeway and LAUS.

The corridor between Slauson/A Line and LAUS was divided into four segments, with breakpoints influenced by corridor features such as proposed station locations, right-of-way (ROW), and existing transportation infrastructure. These segments are described in Section 2 and are as follows: from LAUS to 4th Street; 4th Street to 8th Street; 8th Street to Washington Boulevard; and Washington Boulevard to the Slauson/A Line Station. Physical constraints and engineering challenges were evaluated throughout the corridor.

To meet the goals and objectives of the Study, cost-effective alignment refinements to Alternative 1 from the Draft EIS/EIR vertical profile were identified between 4th Street and Washington Boulevard, illustrated in Figure ES-2.

Figure ES-2

## OPPORTUNITIES FOR REFINEMENTS FROM SLAUSON/A LINE STATION TO LAUS



The overall Project to LAUS exceeds the Measure M budget of \$4 billion and Central City budget allocation of \$400 million in 2015 dollars. As noted in the Final EIS/EIR, the 14.5-mile LPA was estimated to cost approximately \$7.16 billion in year of expenditure (YOE) dollars (approximately \$490 million per mile). The increase in overall cost from previous estimates is largely due to increases in Federal Transit Administration–recommended contingencies, construction cost increases, and higher-than-predicted inflation. In comparison, the potential cost for the 4.8-mile extension from the Slauson/A Line Station to LAUS would be approximately \$8 billion in YOE dollars (approximately \$1.68 billion per mile). This is reflective of the underground alignment from approximately 14th Street and Long Beach Avenue north to LAUS as described in the Draft EIS/EIR. Opportunities to reduce the length of underground construction via a tunnel boring machine (TBM) between Slauson/A Line and LAUS have the greatest potential to reduce cost. In descending order of cost, underground construction with a TBM has the highest typical cost per mile, followed by trench, aerial structure, and at-grade (street level) construction as shown in Figure Es-3.

Figure ES-3

### Preliminary Cost Comparison for Alignment Types\*



\* Cost ranges are approximate, include stations, and vary by project depending on constraints. Values are based on nationwide examples provided by the National Transit Database and were escalated to 2025 dollars using the Civil Works Construction Cost Index System provided by the United States Army Corps of Engineers.

At-grade and trench concepts between 4th Street and Washington Boulevard were screened out due to effects of the Project footprint related to ROW acquisition and traffic circulation, as well as low stakeholder support. The Alternative 1 alignment was refined to include two concepts and one design option.

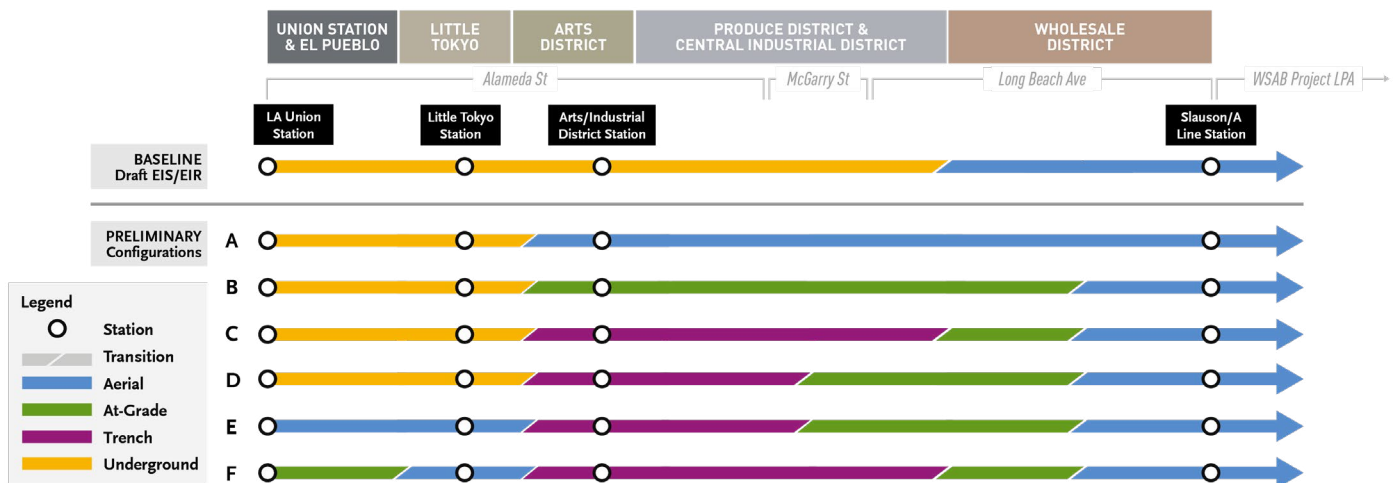
The initial alignment configurations explored are shown in Figure ES-4. These initial configurations studied were screened out due to factors such as ROW constraints, operational constraints, or limited stakeholder support. Configurations were refined through design developed during this Study, in concert with stakeholder input, to result in the alignment concepts advanced and shown in Figure ES-5.

### KEY CONSIDERATIONS

- > Provide a 1-seat ride sooner between Downtown (LA Union Station) and Southeast LA County
- > Enhance regional and local mobility for Downtown residents and workers
- > Support economic growth and transit connections envisioned by DTLA 2040
- > Potential to transform Alameda Corridor character
- > Cost competitive for seeking Federal “New Starts” funds

Figure ES-4

### Preliminary Study Alignment Configurations



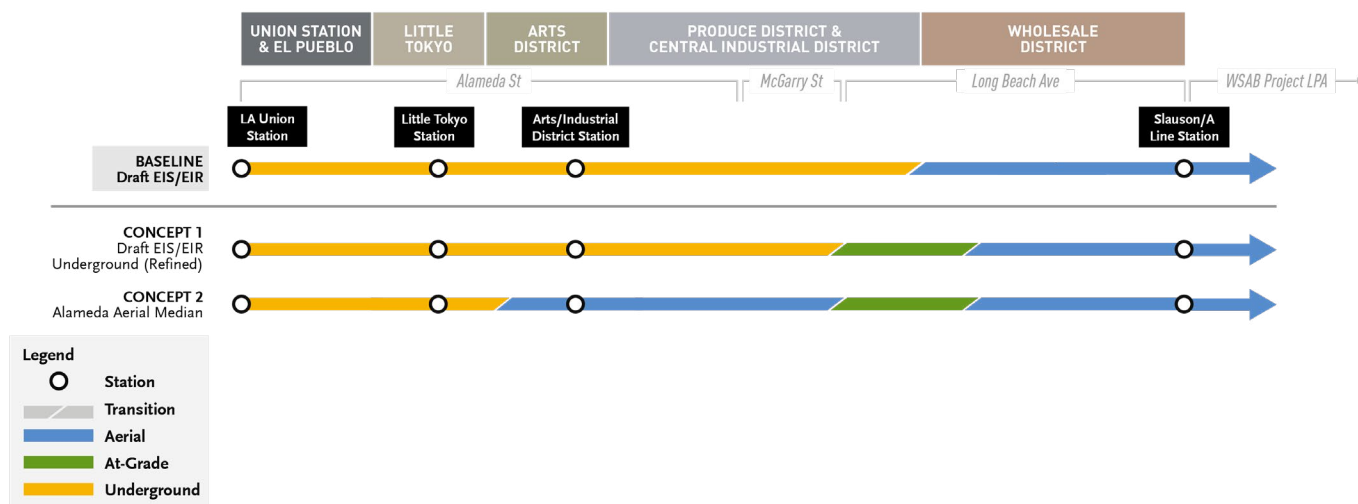
**Table ES-1. Concepts and Capital Cost Comparison Summary**

ALIGNMENT CONCEPTS	DISTANCE (MILES)				CAPITAL COST IN YOE (BILLION)*	REDUCTION IN COST COMPARED TO BASELINE (BILLION)	% REDUCTION IN COST COMPARED TO BASELINE
	UNDERGROUND	AERIAL	AT-GRADE	TOTAL			
Baseline Draft EIS/EIR Underground <i>Aerial at I-10 Freeway</i>	2.3	2.3	0.2	4.8	\$8.04 B	—	—
Concept 1 Draft EIS/EIR Underground (Refined) <i>At-grade at I-10 Freeway</i>	2.3	2.1	0.4	4.8	\$7.76 B	\$0.29 B	— 4%
Concept 2 Alameda Aerial Median <i>At-grade at I-10 Freeway</i>	1.2	3.1	0.5	4.8	\$6.71 B	\$1.33 B	— 17%

\* Current capital cost YOE timeline is unconstrained by funding and utilizes Measure M timeline of 2041.

Note: Distance is rounded to the nearest tenth, any difference in sums is due to rounding.

Figure ES-5

**Alignment Concepts Advanced**

## Concept 1

### Draft EIS/EIR Underground Refined

Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via TBM proposed between LAUS and approximately 14th Street (see Figures ES-6 and ES-7). The alignment was revised between 14th Street and Washington Boulevard to an at-grade segment under the I-10 freeway instead of an aerial configuration as proposed in the Draft EIS/EIR (see Figures ES-6 and ES-8). Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure between Washington Boulevard and the Slauson/A Line Station, where it would tie in with the LPA (see Figures ES-6 and ES-9).

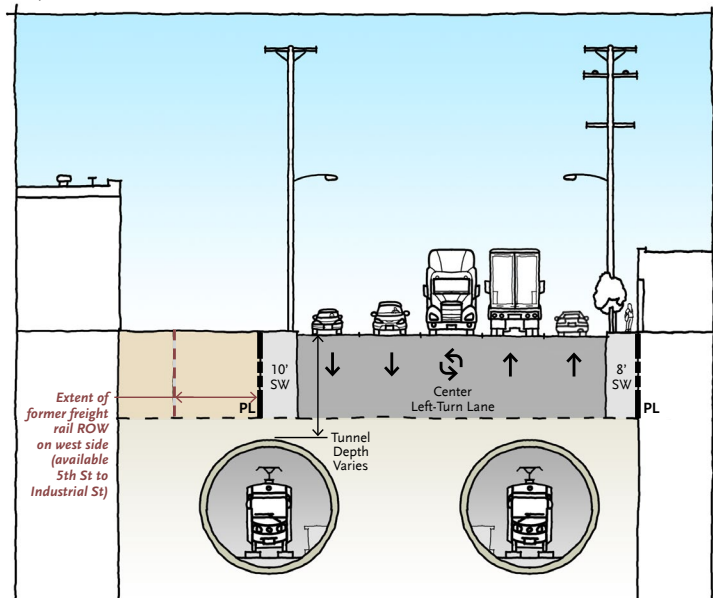
Figure ES-6

### Typical Alignment Segments

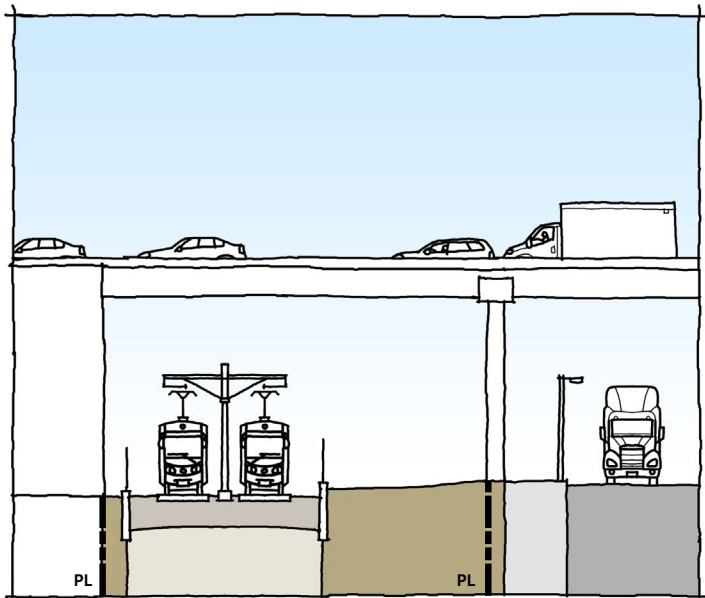
Key Plan



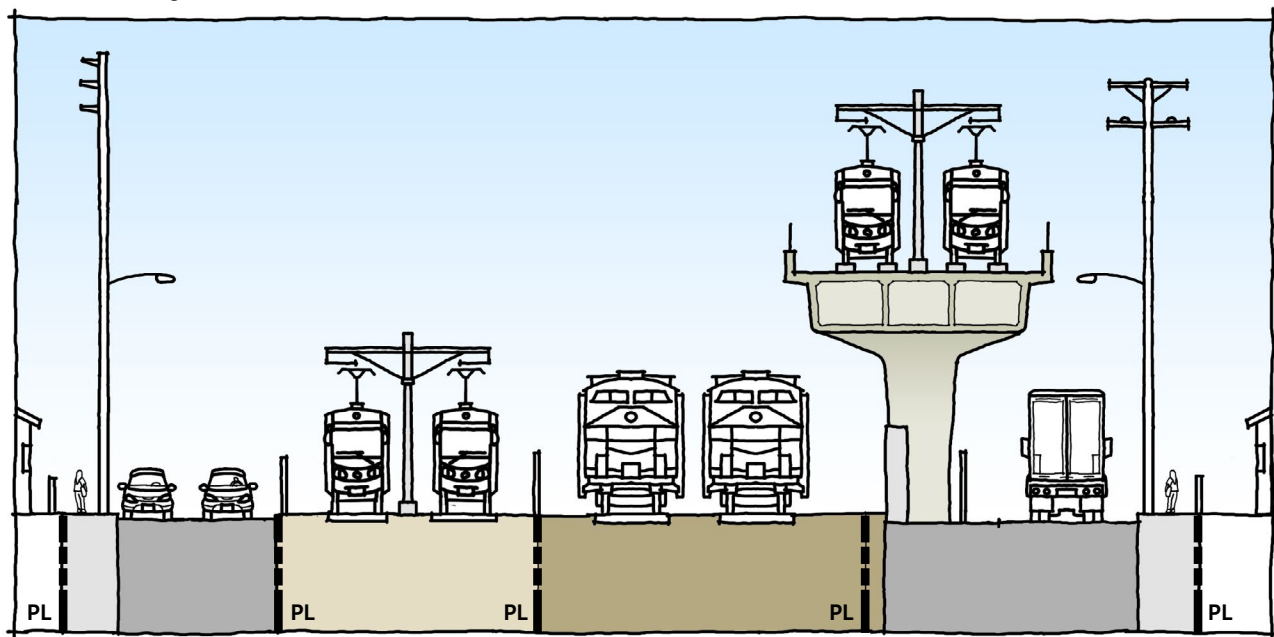
**1** Figure ES-7  
**Alameda St - 4th St to 6th St**  
 Looking North



**2** Figure ES-8  
**Alameda St - 14th St to 16th St**  
 Looking North



**3** Figure ES-9  
**Long Beach Av South**  
 Looking North



## Concept 2

### Alameda Aerial Median

Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4th Street and approximately 14th Street instead of an underground alignment (see Figures ES-10, ES-11, and ES-12). Similar to Concept 1, Concept 2 is refined from the design of Alternative 1 from the Draft EIS/EIR with an at-grade configuration proposed between 14th Street and Washington Boulevard instead of an aerial configuration as proposed in the Draft EIS/EIR. South of 14th Street, Concept 2 is identical to Concept 1 in which Concept 2 would transition to an at-grade configuration to pass underneath the I-10 freeway, then rise to an aerial configuration over Washington Boulevard until it ties in with the LPA at the Slauson/A Line Station.

Figure ES-10

### Typical Alignment Segments

Key Plan

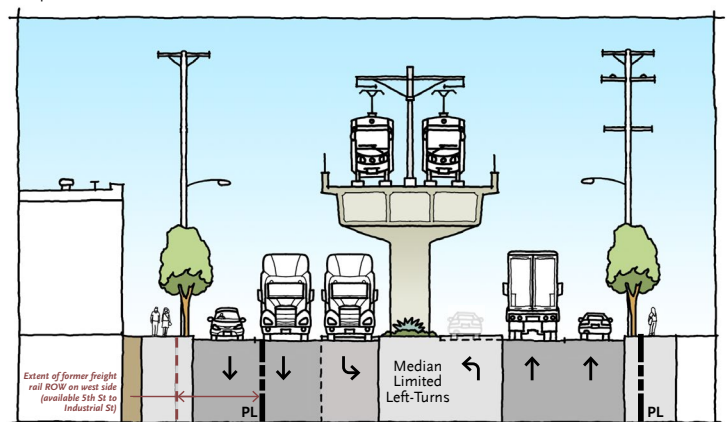


1

Figure ES-11

### Alameda St - 4th St to Olympic Bl

Looking North



## Design Option

### Extended Alameda Aerial Median

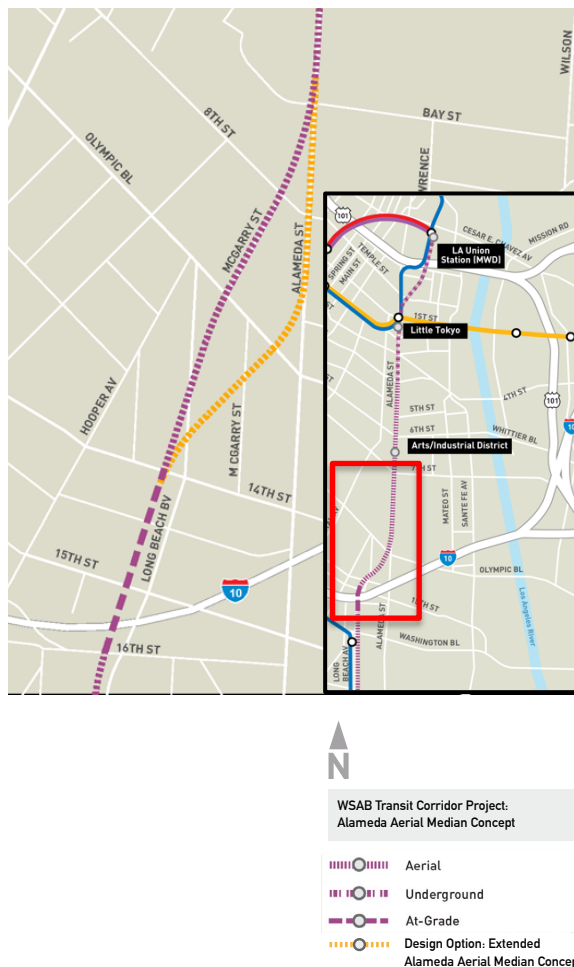
Design Option: Extended Alameda Aerial Median would have a similar alignment as Concept 2 north of Bay Street and south of 14th Street. However, rather than transitioning From Alameda Street to McGarry Street, the Concept 2 Design Option would remain on Alameda Street south of Bay Street before transitioning west to Long Beach Avenue north of Olympic Boulevard (see Figures ES-13). This configuration was identified to avoid effects to stakeholders with access points along McGarry Street. Similar to Concepts 1 and 2, the Concept 2 Design Option would include an at-grade alignment underneath the I-10 freeway.

#### KEY DIFFERENCES

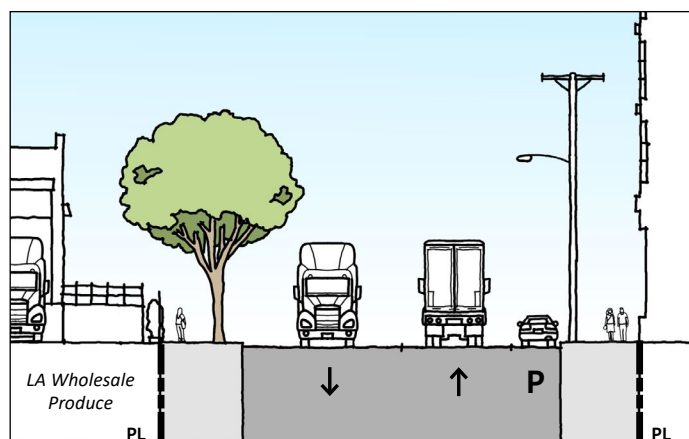
- > Aerial alignment curves at Bay St southwest to cross over McGarry St south of Olympic Blvd.
- > Alignment descends on retained fill after McGarry St to cross Long Beach Ave, continues south on west side of Long Beach Ave.
- > Realignment avoids access and operation impacts to LA Wholesale Produce property.

Figure ES-13

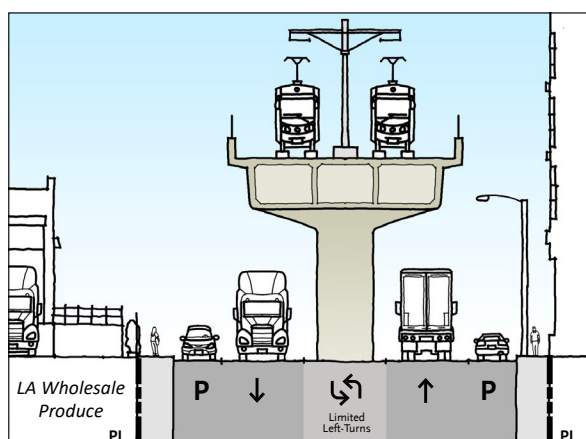
#### Design Option Alignment Plan



2 Figure ES-12  
McGarry St - Existing  
Looking North



McGarry St - Proposed Concept  
Looking North



## Station Refinements

This Study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR.

- > LAUS: The Metropolitan Water District station option is being advanced at LAUS instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area (see Figures ES-14 and ES-15).
- > Little Tokyo: The Little Tokyo Station (referred to as Design Option 2 in the Draft EIS/EIR) is being included for all concepts. The layout/configuration of the Little Tokyo Station portals were refined to provide improved connectivity to the Metro A Line and E Line on the west side of Alameda Street and to improve visual considerations on the east side of Alameda Street (see Figures ES-14 and ES-16).

Figure ES-14

### Study Alignment

Key Plan



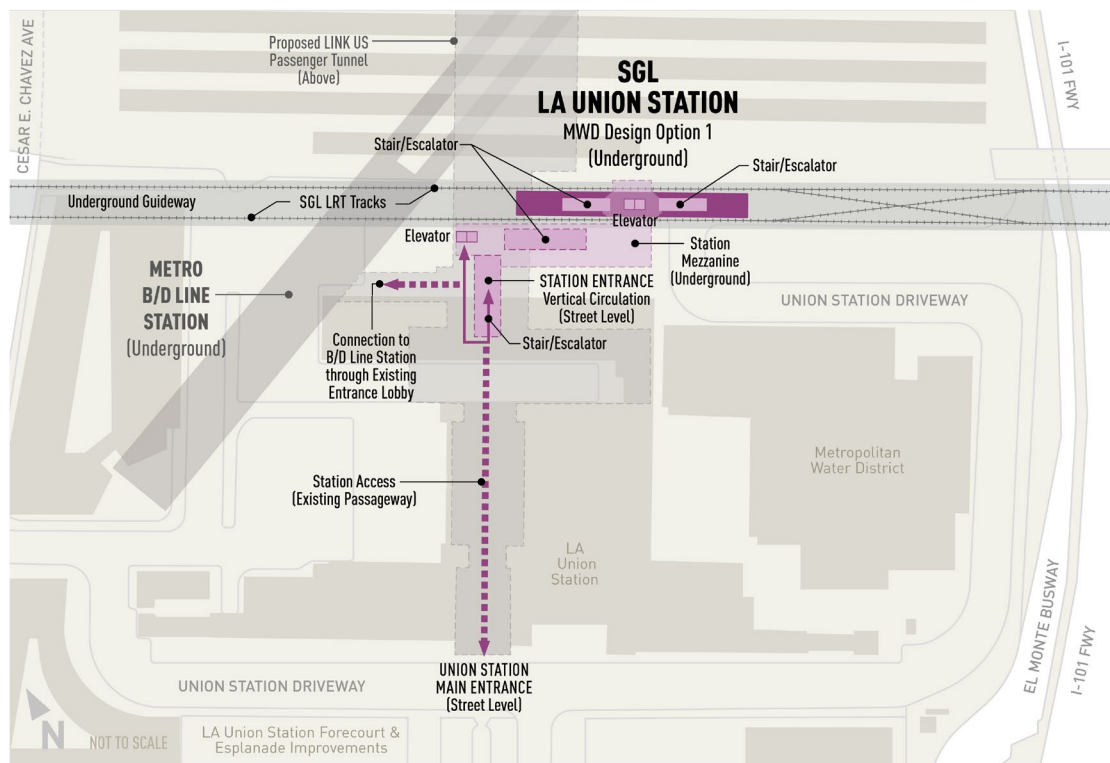
Note: Station locations remain consistent across all concepts (Concept 1 alignment is shown for reference only).

## STAKEHOLDER INPUT ON STATION UPDATES

- 1 North entrance shifted closer to Regional Connector station entrance to improve street-level transfer.
- 2 South entrance shifted to Traction Avenue for more direct connection to Arts District and away from residences.

Figure ES-15

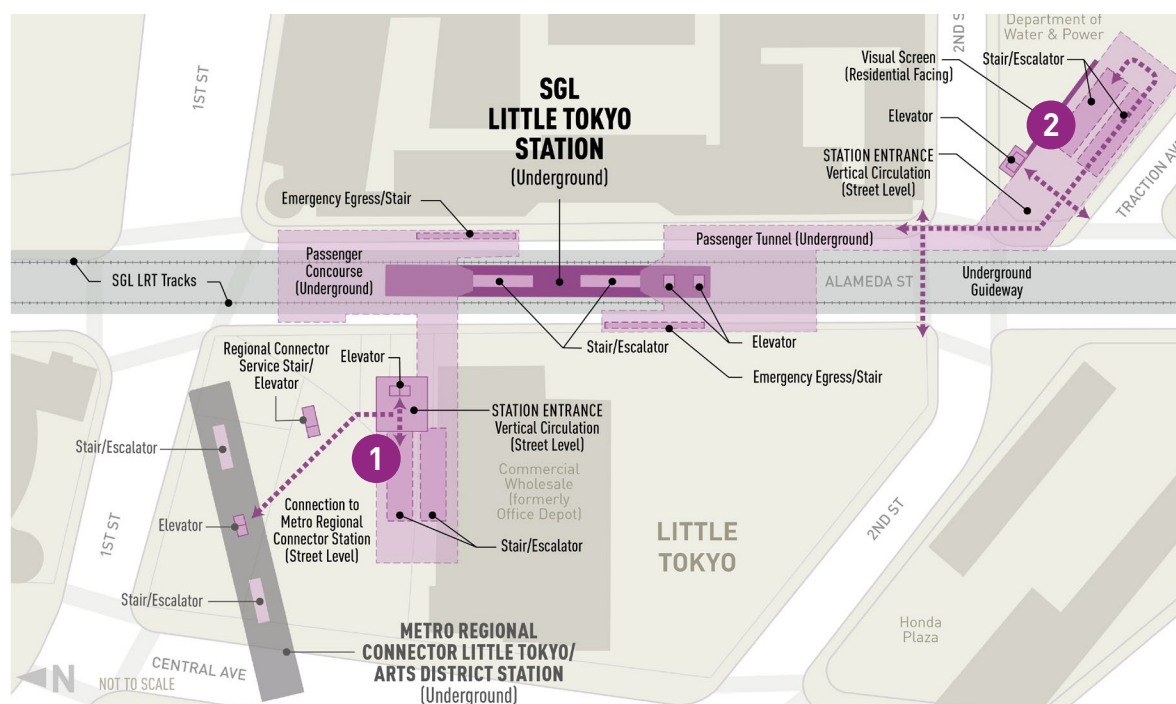
## LA Union Station Access Plan Diagram



DEIS/DEIR Option 1 – MWD Station.

Figure ES-16

## Little Tokyo Station Access Plan Diagram



Station layout and configuration refined based on stakeholder recommendations.

## Stakeholder and Public Engagement

Throughout the development of this study, Metro has coordinated closely with stakeholders and the public to ensure that the design and recommendations reflect community input. This study details the extensive community outreach conducted in support of the study and summarizes feedback received from stakeholders.

In 2022 and 2023, Metro engaged with stakeholder working groups, individual stakeholders, and property owners along Alameda Street. Figure ES-17 summarizes the number of outreach activities conducted. Outreach efforts included setting up booths at community events, collaborating with community-based organizations (CBOs), hosting a study-specific community event, and participating in related SGL meetings supporting the Locally Preferred Alternative (LPA).

The outreach section highlights the key themes and trends identified from community input and preferences shared during stakeholder meetings and property owner briefings regarding underground versus aerial configurations. Some discussions resulted in “No Preference” or no clear consensus; however, the data indicates broad support for an underground alignment. Notably, no stakeholders explicitly favored an aerial configuration over an underground option.

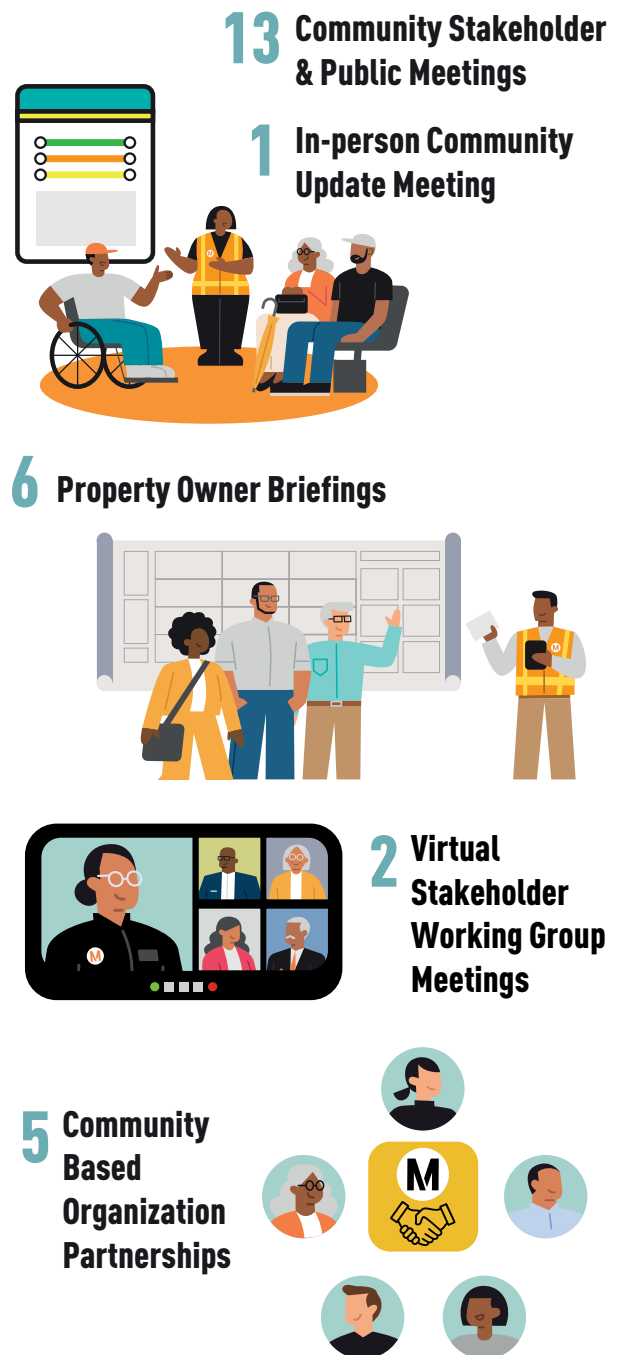
Additional feedback from forums, such as the public community meeting held on July 19, 2023, aligns with these findings. Key topics were raised by stakeholders, property owners, and the public through various channels, including meetings, briefings, letters, and comment cards—common concerns focused on potential business impacts, noise and vibration, urban design, and visual effects (see Figures ES-18 and ES-19).

### KEY OUTREACH FINDINGS

Outreach efforts consistently revealed strong community support for an underground light rail configuration. Stakeholders and property owners expressed clear preferences for minimizing visual and noise impacts, preserving urban design aesthetics, and reducing disruptions to businesses. These preferences, combined with the absence of support for an aerial alignment, underscore the community’s alignment with Metro’s proposed underground alternative.

Figure ES-17

### Outreach Activities



## Community Stakeholders Engaged

### ORGANIZATION NAME

- > Arts District Business Improvement District\*
- > Avalon Bay Communities
- > Continuum Partners
- > Downtown Industrial Business Improvement District  
Little Tokyo Community Council
- > East End Studios
- > El Pueblo De Los Angeles Commission
- > Japanese American National Museum (JANM) Board\*
- > Little Tokyo Business Association\*
- > Little Tokyo Historical Society\*
- > Little Tokyo Stakeholder Meeting
- > Little Tokyo Towers\*
- > LA Cold Storage
- > LA Wholesale Produce
- > Los Angeles River Artists and Business Association and  
Business Association
- > Solutions Alameda Coalition\*\*
- > The ROW (Atlas Capital)
- > Youngs Holdings

\* Included in CBO Partnership

\*\* Organization formed to work with Metro and identify  
alternative funding sources in support an underground alignment.

Figure ES-18

## Alignment Preference

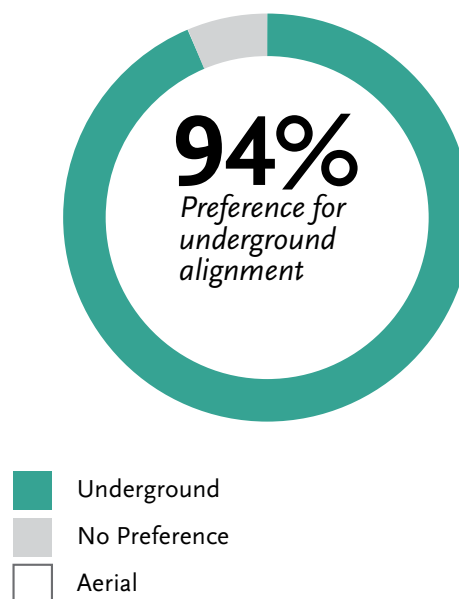
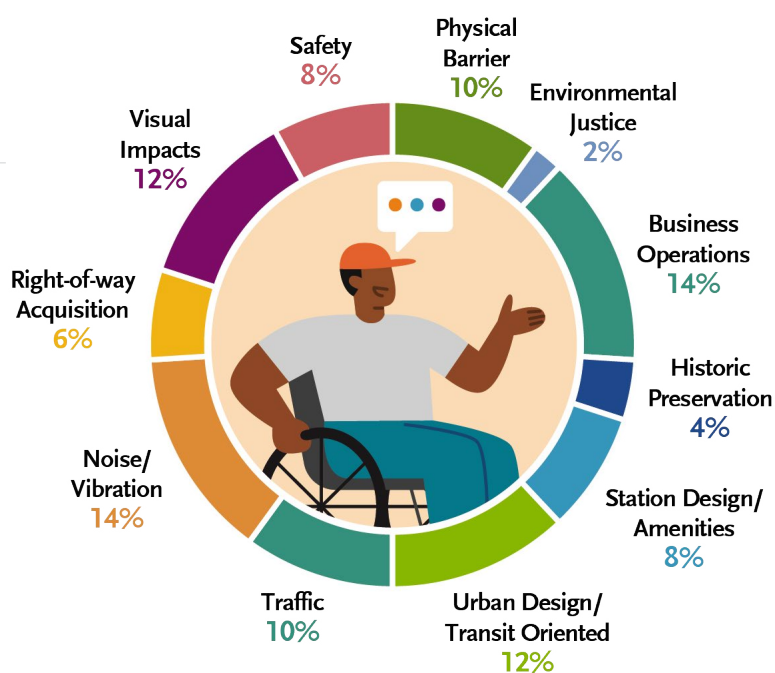


Figure ES-19

## Stakeholder Comment and Community Topics



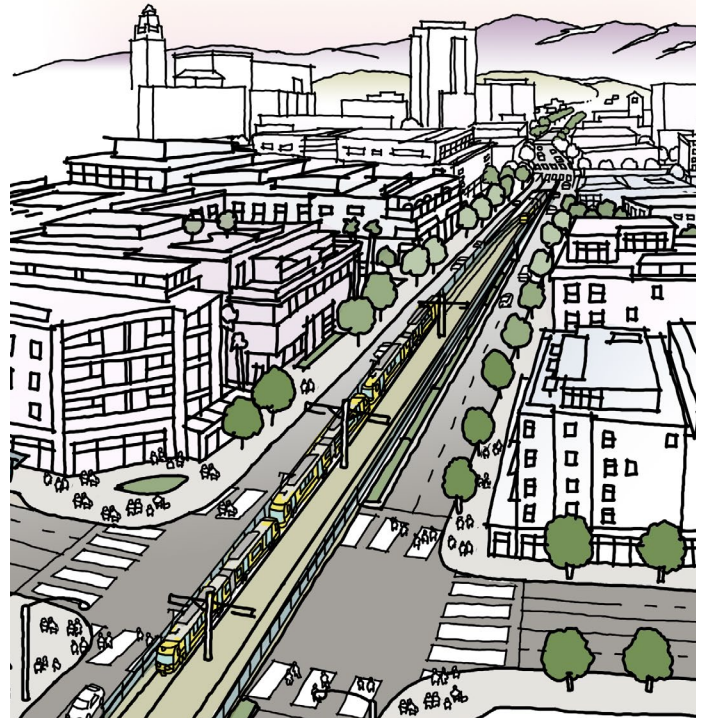
## Key Findings

The Study evaluated two alignment concepts, each with varying levels of engineering constraints, environmental considerations, cost savings, and public support; they are summarized as follows.

- > **Concept 1: Draft EIS/EIR Underground Refined** would have similar constructability challenges and result in similar potential ROW acquisitions as Alternative 1 from the Draft EIS/EIR because of the similar alignment, including comparable underground construction required for the stations and alignment. Compared to Alternative 1, potential overhead utility conflicts would be reduced near the I-10 freeway due to the at-grade alignment under I-10 instead of an aerial structure over an active freeway. Concept 1 would not affect freeway access and would have a low potential to result in permanent street closures, effects on traffic circulation and on-street parking, operational noise and vibration effects, visual and aesthetics effects, and effects on planned bike facilities. Because Concept 1 would primarily be in an underground alignment, high levels of public support were received during the course of the Study. Based on a review of cost, funding, and schedule, it is anticipated that Concept 1 could open in 2053 and result in a four percent cost reduction compared to Alternative 1.
- > **Concept 2: Alameda Aerial Median** would have fewer constructability challenges compared to Alternative 1 from the Draft EIS/EIR, with less underground construction required for the stations and alignment and an at-grade alignment under I-10 instead of an aerial structure over an active freeway, but it would require more potential ROW acquisitions and utility conflicts compared to Alternative 1. Concept 2 would have a greater potential for environmental effects compared to Alternative 1 given the alignment would be in an aerial configuration. Concept 2 would have no potential effects on freeway access and low potential effects from operational noise and vibration compared to Alternative 1. However, the aerial alignment would have a moderate potential for effects on street closures and traffic circulation, on-street parking, and visual and aesthetics; and a high potential for effects on planned bicycle facilities. Concept 2 received lower levels of public support compared to Concept 1 (see Figure ES-20). Based on a review of cost, funding, and schedule, it is anticipated that Concept 2 could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Figure ES-20

























### Alameda Corridor Conceptual Birdseye Illustration






*Note: This concept was presented to stakeholders and community members but was not supported due to its aerial configuration.*

- > **Design Option: Extended Alameda Aerial Median** would be similar to Concept 2, in terms of overall potential for effects, public support, and cost, funding, and schedule. However, some potential effects would occur in different locations compared to Concept 2: Alameda Aerial Median, particularly between Olympic Boulevard and 15th Street related to street closures and traffic circulation and on-street parking. The Concept 2 Design Option was developed and introduced through the stakeholder engagement process during this Study. Based on a review of cost, funding, and schedule, it is anticipated that the Design Option could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Table ES-2. Environmental and Cost Considerations Comparison Summary

ALIGNMENT CONCEPTS	ENVIRONMENTAL CONSIDERATIONS						COST COMPARISON (BILLION)
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES	
<b>Baseline Draft EIS/EIR Alternative 1</b> LA Union Station to Pioneer Station							> \$8.0 B > \$1.7 B per mile
<b>Concept 1: Draft EIS/EIR</b> Underground Refined							> \$7.8 B > \$1.6 B per mile > 4% reduction from Alternative 1
<b>Concept 2: Alameda Aerial Median</b>							> \$6.7 B > \$1.4 B per mile > 17% reduction from Alternative 1
<b>Concept 2 Design Option: Extended Alameda Aerial Median</b>							> \$6.7 B > \$1.4 B per mile > 17% reduction from Alternative 1

Potential for Effects:  None or Low  Moderate  High

### INTERMEDIATE SLAUSON/A LINE AND LOS ANGELES UNION STATION CONNECTION

This Study includes discussion of potential additional bus connections between the Slauson/A Line Station to LAUS to serve SGL riders along Alameda Street during the time between completion of the LPA and the extension of the LRT alignment to LAUS. An intermediate bus connection between the Slauson/A Line Station and LAUS would likely travel north-south along Alameda Street, serving the potential station areas of the Arts/ Industrial District Station, Little Tokyo Station, and LAUS. In addition to the intermediate bus service between the Slauson/A Line Station and LAUS, SGL riders may transfer at the Slauson/A Line Station to the A Line to reach LAUS via the Regional Connector.

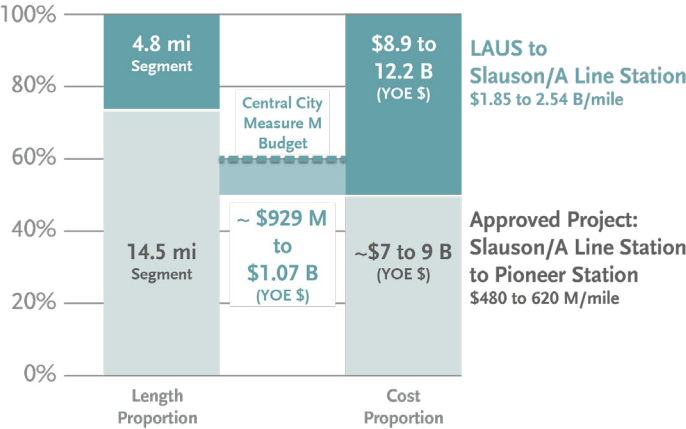
Other Schedule and Cost Considerations

At the time of the Study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041 (see Figure ES-22). Based on the conceptual design and cost estimates developed for Concept 2: Alameda Aerial Median under this Study, a delivery acceleration of the Slauson/A Line to LAUS alignment could be feasible compared to a primarily underground alignment. However, the Project is unlikely to be funded without a federal funding agreement. Given the high volume of competitive Metro projects applying to the FTA New Starts program such as the Southeast Gateway Line LPA, E Line Eastside Extension, and Sepulveda Transit Corridor, the anticipated opening year for Concept 2: Alameda Aerial Median is no sooner than 2048.

The opening year of 2048 assumes successful and timely state and federal grant awards, as well as the availability of anticipated Metro sales tax funding. Concept 1: Draft EIS/EIR Underground Refined has a projected completion date of 2053 (see Figure ES-22). Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be \$12.2 B to \$8.9 B (YOE \$). The cost per mile for Concepts 1 and 2 would be approximately \$2.54 billion to \$1.85 billion, compared to the Approved Project cost of \$480 to \$600 million per mile, as shown in Figure ES-21.

Figure ES-21

LAUS to Slauson/A Line Station Cost Compared to the Locally Preferred Alternative

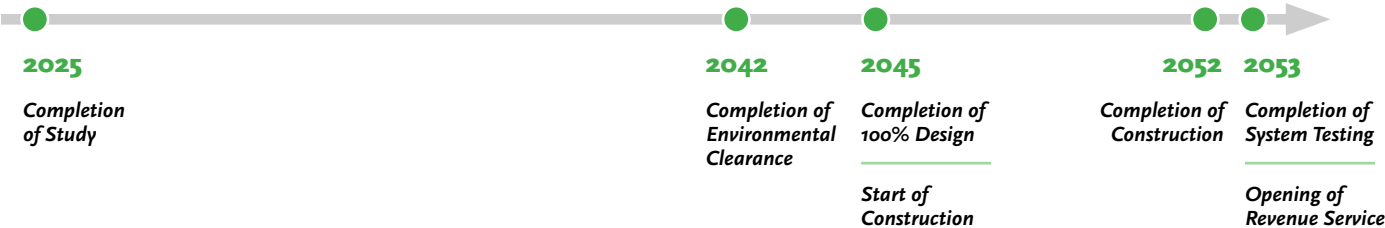


Note: The 2016 Measure M Expenditure Plan identified \$400 M (2015 \$) for the Central City area of SGL.

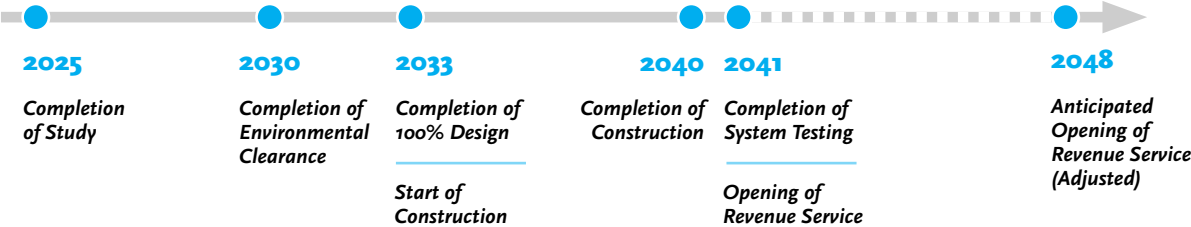
Figure ES-22

Opening Year Schedule Comparison

Concept 1: Draft EIS/EIR Underground Refined Schedule



Concept 2: Alameda Aerial Median Schedule



Note: Schedule is dependent on identification of funding and is subject to change. Concept 2 Design Option: Extended Alameda Aerial Median is assumed to have a similar schedule as Concept 2: Alameda Aerial Median, due to similar cost and construction complexity. Metro assumes 2 to 2.5 years for CEQA-only clearance and 1 to 1.5 years for NEPA-only clearance after completion of CEQA clearance. Time frames are subject to change depending on the number of alternatives advanced into the environmental process and if the CEQA and NEPA processes are sequential or concurrent.

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**Metro**

### Board Report

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**File #:** 2022-0023, **File Type:** Motion / Motion Response

**Agenda Number:** 10.

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**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 19, 2022**

**Motion by:**

**DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA**

**West Santa Ana Branch Transit Corridor Project Motion**

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen's SB 535-defined "Disadvantaged Communities."

One of the Board of Directors' four "Pillar Projects" (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff's recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

- 
- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
  - B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
  - C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
    - a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
    - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
  - D. As part of the additional study of the Slauson to Union Station segment, include the following:
    - a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
    - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
  - E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
  - F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
  - G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.



# Slauson/A Line to LA Union Station Study 2025-0106

SOUTHEAST GATEWAY LINE

# January 2022 Board Action

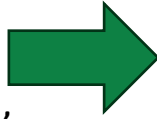
- > **1-seat ride:** Project deemed “complete” when 1-seat ride connects Artesia to Union Station
- > **Cost-competitive Alignment:** Additional study of ‘LA Union Station (LAUS) to Slauson/A Line Segment’ to be more cost-competitive:
  - 4.5-mile segment along Alameda Street to LAUS
  - 3 stations: Union Station, Little Tokyo, Arts/Industrial District



# LAUS to Slauson/A Line Study: Concepts

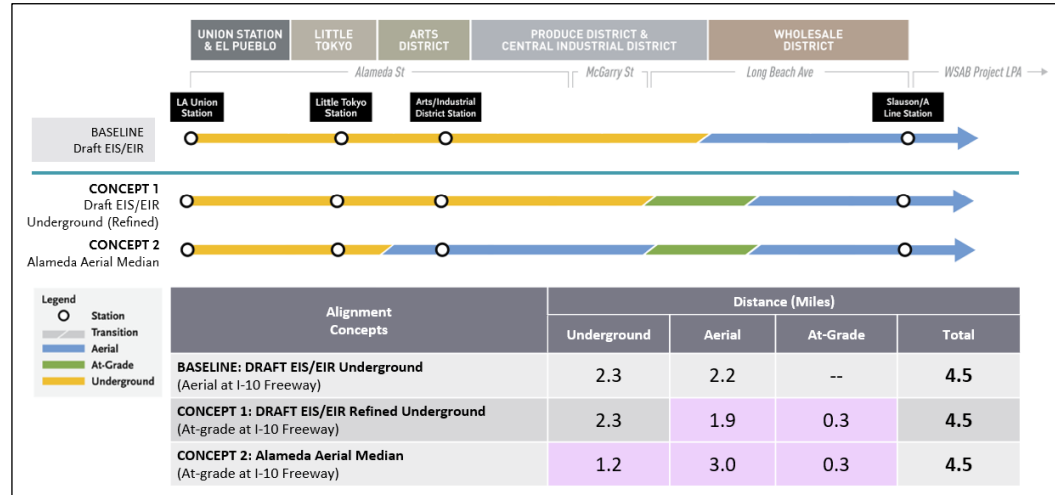
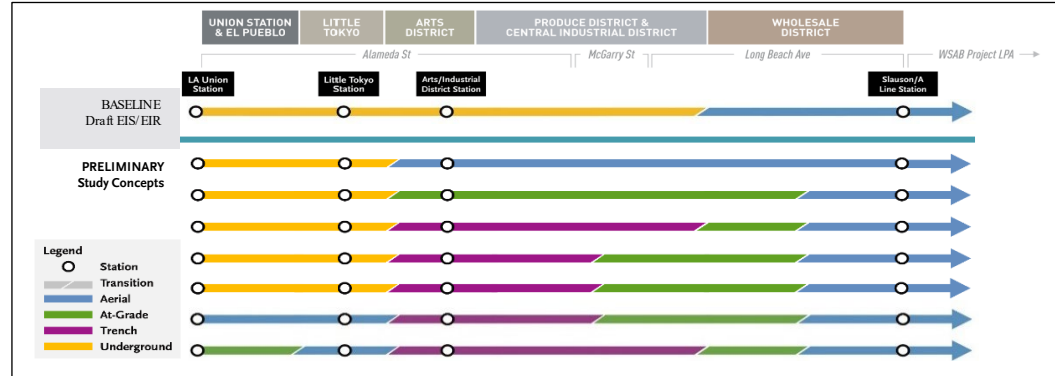
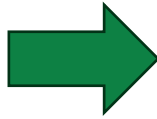
## > Preliminary Concepts

**Explored:** Included a combination of at-grade, aerial, trench, and underground



## > Narrowed down

**Concepts:** Based on stakeholder feedback and technical considerations such as right-of-way and operational constraints



# LAUS Segment: Updated Capital Cost & Timeline

## LAUS Segment (presented to stakeholders/community)\*

### > Capital Cost:

- Concept 1 (Refined Underground): \$7.75 billion (YOE\$)
- Concept 2 (Alameda Aerial Median): \$6.72 billion (YOE\$)

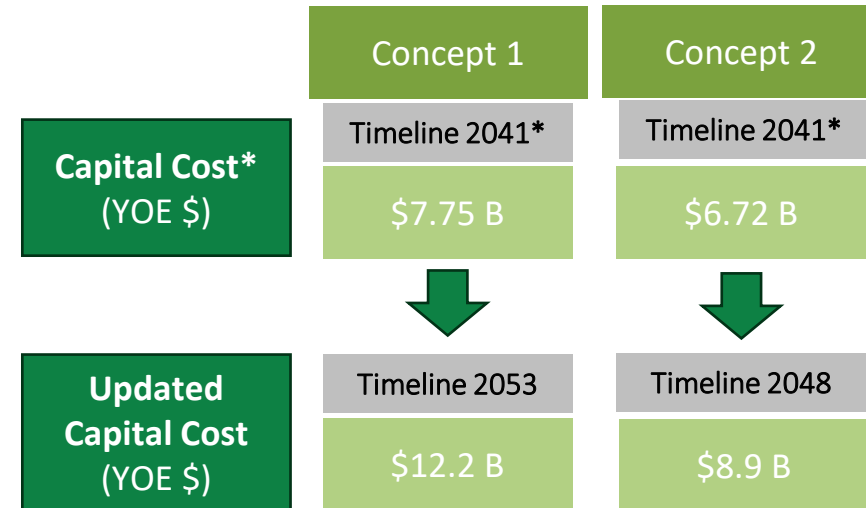
### Updated Timeline and Cost

#### > Updated Timeline: 2053 for Concept 1 and 2048 for Concept 2 Opening (Long Range Transportation Plan Financial forecast)

- Considering existing New Starts federal grant needs for the SGL Approved Project, Eastside Extension, Sepulveda Pass projects, and
- Includes optimistic assumptions regarding Federal grant awards, State SB-1 and other state grant awards, and Metro's ability to secure eligible sales tax funding for operations

### > Updated Capital Cost

- Concept 1: \$12.2 billion (YOE\$)
- Concept 2: \$8.9 billion (YOE\$)



\*Staff informed community/stakeholders that based on the funding capacity an updated cost & schedule will be prepared before Metro Board consideration of alignment concept(s) to advance into environmental, design, etc.

# High-cost and limited funding

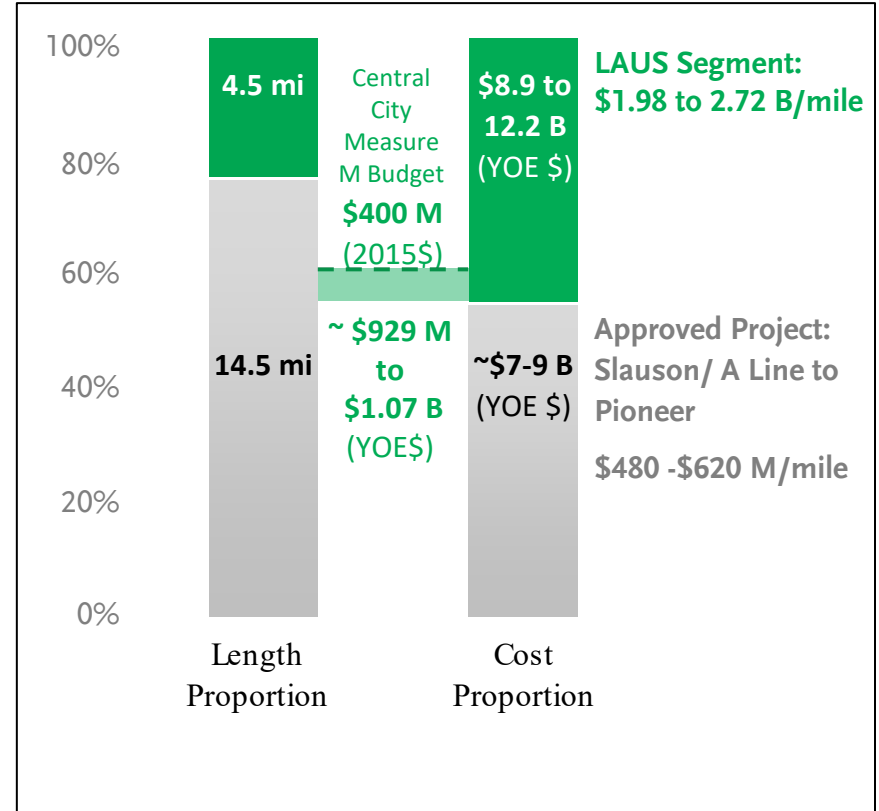
## > High-cost and limited funding

- High cost per mile is \$1.98 to \$2.72 B/mile
- Measure M (Central City subregion)
- Cost estimate far exceeds the currently programmed funding

## > Other funding sources: Enhanced Infrastructure Financing District (EIFD) Study

- Staff will continue to collaborate with City & County,
- City/County has not yet committed to EIFD formation, nor has a timeline been established for creating the EIFD

- > Metro will actively seek opportunities to accelerate the project should favorable changes in revenue or processes arise.



# Next Steps

- > **Secure Full Funding Grant Agreement (FFGA):**

- Securing FFGA for the Approved Project remains a top priority, with a target of Q1 2027, enabling the start of LAUS segment work.

- > **Establish EIFD and Secure Commitment:**

- Staff will collaborate with the City and County of Los Angeles to establish the EIFD and secure their funding commitment for SGL.
- Once the City and County demonstrate sufficient commitments to establish an EIFD, and initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.