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3rd Floor, Metro Board Room

Agenda - Final

Wednesday, November 19, 2025

11:00 AM

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METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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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.
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The Meeting begins at 11:00 AM Pacific Time on November 19, 2025; you may join the call 5 minutes prior to the start of the meeting.

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

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

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 19 de Noviembre 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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Written Public Comment Instruction:

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Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5 and 6.

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

CONSENT CALENDAR

5. SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT 2025-0842

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of $4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91) - Plans, Specifications and Estimate phase (PS&E) or Final Design, increasing the contract value from $12,614,738 to $17,448,075; and extending the period of performance from December 31, 2025 to December 31, 2030;

B. AMEND the existing Cooperative Agreement with Caltrans to add $2,081,000 in funding to complete final design, prepare all necessary documents, and advertise, award, and approve the project for construction; and

C. EXECUTE a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent wetland impacts, in the amount of $126,000.

Attachments: Attachment A - Project Location Map
Attachment B - Existing Conditions
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary
Presentation

6. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN 2025-0854

RECOMMENDATION

CONSIDER

A. AWARDING $10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games (Attachment A); and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven (Attachment A).

Attachments: Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results
Attachment B - Motion 72 – Los Angeles County "Open Streets" Program
Attachment C - Motion 40 – Open Streets Program Response to COVID-19
Attachment D - Motion 9.1 – Open and Slow Streets Grant Program Cycle Four
Attachment E - Motion 9 – Uplifting Arts, Culture and Recreation
Attachment F - Open & Slow Streets Guidelines & App Combined Cycles 6 & 7
Presentation

NON-CONSENT

7. SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY 2025-0853

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), the Outreach Summary Report (Attachment B), and the Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink

Antelope Valley Line (AVL);

2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and

3. Identify funds to program through a separate Board action for successful completion of the planned work.

Attachments: Attachment A - Sylmar/San Fern. to Van Nuys Shared RR ROW Study
Attachment B - Outreach Summary Report
Attachment C - East San Fernando Valley Interim Terminus Parking Analysis
Attachment D - Board Motion 10.01
Attachment E - ESFVTC Project Area
Attachment F - ESFV Shared ROW Study Scenarios Refinement Overview
Presentation

8. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2025-0948

RECOMMENDATION

APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and an additional maximum target share request of $83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

Attachments: Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions
Presentation

9. SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION 2025-1013

RECOMMENDATION

APPROVE Motion by Horvath, Najarian, Barger, and Padilla that the Board direct the Chief Executive Officer to:

A. Assist in evaluating the Warner Center Micro Transit Pilot Program after six months and one year of operation, including but not limited to:

1. ridership;
2. operating costs (annual and per trip); and
3. a qualitative survey to determine commuter perspectives and

preferences; and

B. Upon successful completion of the Warner Center Microtransit Pilot Program, and a determination that the Pilot Program generated positive results in terms of ridership, cost efficiency, and commuter preference, to present the findings to the San Fernando Valley Service Council and the Metro Board, including, any recommendations.

SUBJECT: GENERAL PUBLIC COMMENT 2025-0978

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

File #: 2025-0842, **File Type:** Contract **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of $4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91) - Plans, Specifications and Estimate phase (PS&E) or Final Design, increasing the contract value from $12,614,738 to $17,448,075; and extending the period of performance from December 31, 2025 to December 31, 2030;

B. AMEND the existing Cooperative Agreement with Caltrans to add $2,081,000 in funding to complete final design, prepare all necessary documents, and advertise, award, and approve the project for construction; and

C. EXECUTE a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent wetland impacts, in the amount of $126,000.

ISSUE

The Modification for Contract No. AE60979000 is necessary to complete the Project's final design, transfer the project to Caltrans to manage final design and construction, and prepare all required documents and approvals for advertisement, award, and construction. The modification will also support execution of the corresponding amendment to the existing Cooperative Agreement with Caltrans, which will define roles and responsibilities and provide funding for Caltrans staff to review the design work.

Through a separate agreement with the Mountains Recreation and Conservation Authority (MRCA), Metro-via Caltrans-will fund MRCA to implement restoration, preservation, and/or creation of habitat

prior to any project-related disturbance or vegetation removal.

BACKGROUND

The Project is located on SR-91 and Interstate 605 (I-605) in the cities of Artesia and Cerritos, from Shoemaker Avenue to the I-605 Interchange, and on I-605 from Alondra Boulevard to the I-605/SR-91 Interchange (Attachment A). Westbound SR-91 is a critical transportation and goods movement corridor within Los Angeles County, located within the Gateway Cities Subregion. The 3-mile segment has closely spaced freeway entrances and exit ramps, which, combined with the deficient capacity of the existing two-lane connector for westbound SR-91 to northbound and southbound I-605, contribute to a high concentration of collisions compared to the statewide average for similar facilities (see Attachment B). According to the Statewide Integrated Traffic Records System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the PAED and PS&E phases in 2016. Of these, 79% are rear-end collisions caused by the safety deficiencies in the current on and off-ramp and roadway configuration

The Project will improve safety in the area by reducing traffic weaving by lengthening merging and diverging distances for drivers with the addition of a general-purpose lane, auxiliary lanes, and interchange modifications. The Project would improve the transition from westbound SR-91 to I-605 by adding a one-lane I-605 southbound connector and a two-lane I-605 northbound connector.

The Project will also construct new sound walls and retaining walls, widen and realign ramps, replace the Gridley Road Overcrossing (OC) and Bloomfield Avenue OC, widen Studebaker Road Undercrossing (UC), construct new Pioneer westbound on-ramp OC and Norwalk westbound on-ramp OC structures, update signing and striping, and modify/improve drainage systems.

The Project also includes complete streets elements and upgrades compliant with the Americans with Disabilities Act (ADA). Complete street improvements include a Class II bicycle lane on Pioneer Boulevard, ADA-compliant sidewalks, pedestrian and bicycle signage, and LED lighting. Additional improvements will consist of sidewalks on both sides of the new Gridley Road OC and five-foot roadway shoulders. The freeway improvements are within Caltrans right-of-way and will not require residential property acquisitions. These improvements advance the mobility needs of people and goods in LA County by supporting traffic mobility, enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region. This project is consistent with Metro's Objectives for Multimodal Highway Investment.

In March 2013, Metro completed a feasibility study for improvements on I-605 and intersecting corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion "Hot Spots" and develop preliminary improvement concepts as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R (Expenditure Line 35) and Measure M (Expenditure Line 61). One of the identified congestion Hot Spots was the I-605/SR-91 Interchange.

In April 2016, the Board approved a contract with Michael Baker International, Inc. (MBI) in the amount of $7,762,669, for professional services to prepare the Project Approval and Environmental Document (PAED) for WB SR-91 improvements that included the identified I-605/SR-91 Interchange. Subsequently, in October 2019, the Board approved a contract with MBI to prepare Plans,

Specifications, and Estimates (PS&E) for the project. A complete list of contract modifications is outlined in Attachment D.

DISCUSSION

The project achieved final design status in May 2024 with the initial advertisement planned for July 2024. In June 2024, Metro and Caltrans secured $69.67 million in Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) grant funds for the construction phase. The advertisement was postponed to November 2024 to complete Board-required pre-construction public outreach and to update the PS&E package to comply with Caltrans' latest standard plans update. The award was expected in December 2024, but discussion to transfer the construction phase to Caltrans delayed the schedule. By late 2024, Caltrans agreed to assume procurement and construction, extending the project's timeline and budget.

Mitigation Requirements

As part of the Regional Water Quality Control Board Section 401 permit, Metro has agreed to off-site mitigation involving re-establishing 0.28 acres of stream channel on the MRCA's Dayton Canyon property. This mitigation will satisfy the compensatory mitigation requirement for the project's permanent impacts. The MRCA's Dayton Canyon property is in Los Angeles County, within the Los Angeles River Watershed. Caltrans is the project's California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency and holds the Section 401 permit. Metro has agreed to fund the implementation of the required mitigation measures.

Cooperative Agreement

The recommended contract modification and Cooperative Agreement Amendment will fund the additional professional services and oversight needed for Metro to transfer the WB SR-91 project to Caltrans for construction. This shift aligns with Caltrans' statutory role in freeway construction and allows Metro to focus on its core transit mission while leveraging Caltrans' expertise to deliver the project.

This change will add approximately $6.9 million ($4.8 million in design costs and $2.1 million for Caltrans oversight) in project costs and extend the schedule by approximately 18 months to complete all the necessary design revisions and to avoid jeopardizing the TCEP grant. Metro will sponsor the project construction and Caltrans will implement the construction phase. The project scope and public benefits remain unchanged.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on the safety of Metro's patrons, employees, or users of these facilities. Caltrans and local safety standards will be adhered to during the implementation of the proposed Project improvements.

FINANCIAL IMPACT

The total FY26 budget for the Westbound SR-91 Project includes $14,830,000 under Cost Centers 4720, 6510, and 8510, under Project No. 462314. No budget adjustment is needed currently. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

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

Impact to Budget

There are multiple fund sources for the WB SR-91, including Measure R Highway Capital (20%) and Trade Corridor Enhancement Program (TCEP) funds.

The balance of $57,505,000 in Measure R Highway Capital funds programmed for WB SR-91 under MR315.74 as part of the Gateway Cities I-605 Corridor “Hot Spot” Interchange Improvements Program is available to cover the costs and contract modifications.

These fund sources are not eligible for bus and rail (transit) capital and operations expenses.

EQUITY PLATFORM

Approving the recommendations will support the proposed safety and mobility improvements to WB SR-91. This project provides a more comprehensive and multimodal approach to improving the regional highway system, advancing Metro’s Objectives for Multimodal Highway Investment to provide a more equitable, sustainable, and multimodal transportation system that improves local communities while also improving the flow of people and goods throughout the region.

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). The implementation of the Project will not result in the displacement of or other negative impacts to disadvantaged or low-income communities. However, EFCs are located approximately two miles west of the Project location terminus. While this distance precludes direct physical impacts, the Project is designed to provide regional benefits such as improving safety and congestion and eliminating current transportation deficiencies on the freeway system, all in support of local communities that use this freeway. These improvements will enhance different modes of transportation for all users. The Project will implement complete streets and active transportation improvements by enhancing bike lanes and crosswalks, installing ADA curb ramps and intersection enhancements, and improving signal timing for pedestrians.

While Metro remains committed to encouraging mode shift or carpooling when feasible, the primary mode of transportation for the residents of these cities is commuting by car. For example, 87.9% of Artesia’s residents use this mode as their primary form of transportation (U.S. Census Bureau, 2019-23). This data underscores the importance of the targeted safety and mobility improvements to WB SR-91. By enhancing WB SR-91, the project invests in the primary mode of travel for the community while also supporting other modes to create a safer, more equitable transportation system for all users.

Michael Baker International (MBI) made a 23.02% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff's recommendation, there are seven certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are below the national average, the lowest within the Southern California Association of Governments (SCAG) region, and among the lowest in the state. These declining trends are partly attributed to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets are aligned with California's statewide climate goals, including the objective of achieving carbon neutrality by 2045. To support progress toward these goals, all Board items are evaluated for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes an investment that encourages driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may increase VMT. Additionally, Metro has a voter-approved mandate to deliver freeway projects while ensuring the efficient and safe movement of people and goods.

Mitigation Considerations

Mitigation on the State Highway System is generally limited to on-site options under Caltrans' authority. Off-site measures often fall under the jurisdiction of local land use, or in this case, Metro. Some on-site mitigation strategies to be considered for the Project area include:

- Complete streets enhancements
- Additional 200 linear feet of bicycle lane
- Intelligent transportation systems

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along SR-91.

2. Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and Caltrans to identify the needed improvements on State highways and take the lead in development and implementation of highway improvement projects.

Also, the Project supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resilience for affected local communities.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff recommendations. However, this alternative is not recommended because this project is included in the Measure R and Measure M Expenditure Plans, has received a significant state TCEP funding award that will be at risk if the project does not advance, and reflects regional consensus on the importance of the Project in improving corridor mobility and safety.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 10 to Contract No. AE60979000 with MBI to provide the additional design services that have been requested by Caltrans; amend the existing design Cooperative Agreement with Caltrans; and execute the MRCA Cooperative Agreement.

ATTACHMENTS

Attachment A - Project Location Map
Attachment B - Existing Conditions
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

Prepared by: Andres Roa, Transportation Planner, Complete Streets and Highways, (213) 348 -4797
Carlos J. Montez, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3241
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Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-0936
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4322
Carolina Coppolo, Deputy Chief, Vendor/Contract Management Officer, (213)

922-4471

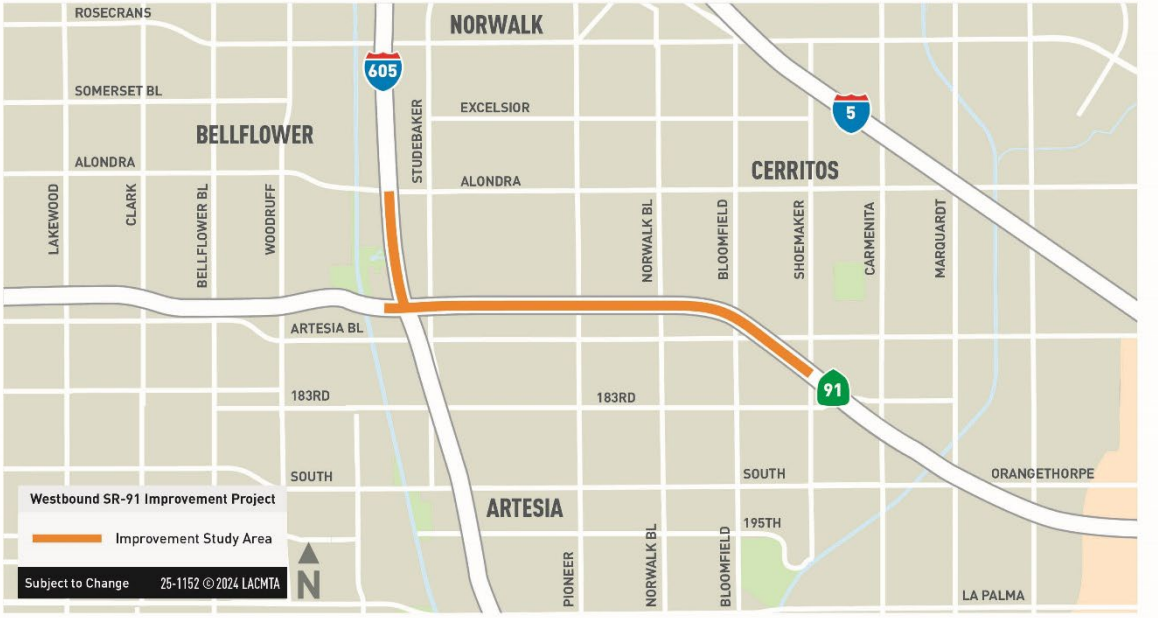
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

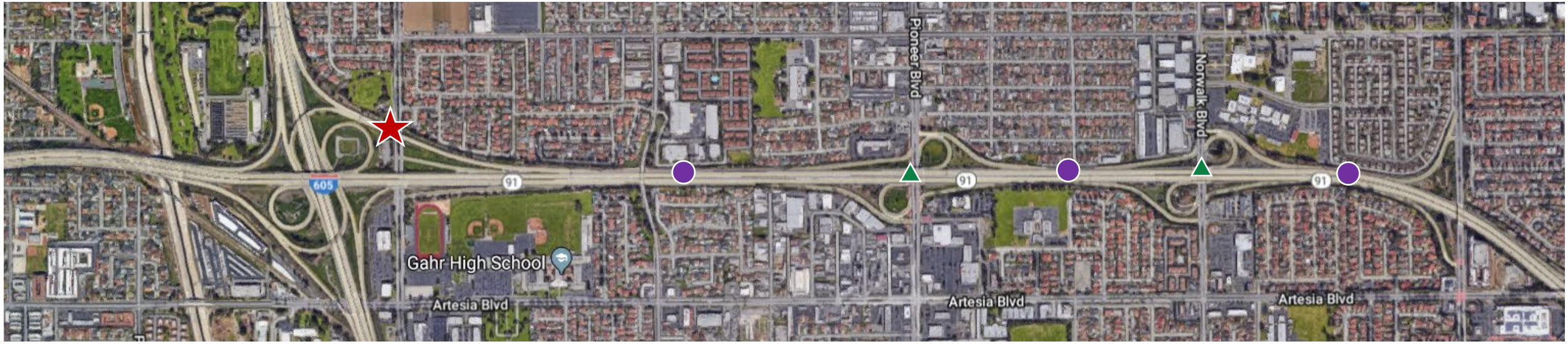
Westbound SR-91 Improvement Project

Study Area



Metro

Existing Conditions
(Attachment B)



- The WB SR-91 corridor experiences higher-than-average collision rates compared to the statewide average for similar facilities, according to Traffic Accident Surveillance and Analysis System (TASAS) data.

- According to the Statewide Integrated Traffic Recording System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the environmental and PS&E phases in 2016.
  - Of these collisions, 79% are rear-end collisions, caused by closely spaced on and off-ramps and the current roadway configuration.

Legend

1. ★ I-605/SR-91 Interchange Reconfiguration
2. ● Weaving conflicts due to close spacing of on and off-ramps and ramp configuration
3. ▲ Ramp safety reconfiguration

PROCUREMENT SUMMARY

WESTBOUND (WB) STATE ROUTE (SR)-91 ALONDRA TO SHOEMAKER BOULEVARD IMPROVEMENT PROJECT / AE60979000

1.	**Contract Number**: AE60979000			
2.	**Contractor**: Michael Baker International			
3.	**Mod. Work Description**: Provide additional support services for the WB SR-91 Alondra to Shoemaker Boulevard Improvement Project and extend the period of performance through 12/31/30.			
4.	**Contract Work Description**: WB SR-91 Alondra to Shoemaker Boulevard Improvement Project			
5.	**The following data is current as of**: 10/2/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/24/2019	**Contract Award Amount:**	$11,474,367
	Notice to Proceed (NTP):	11/13/2019	**Total of Modifications Approved:**	$1,140,371
	Original Complete Date:	11/12/2021	**Pending Modifications (including this action):**	$4,833,337
	Current Est. Complete Date:	12/31/2030	**Current Contract Value (with this action):**	$17,448,075
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Modification No. 10 issued to provide additional support during construction for the WB SR-91 Alondra to Shoemaker Boulevard Improvements Project. This Modification will also extend the period of performance from December 31, 2025 to December 31, 2030.

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

On October 16, 2019, the Board awarded a 24-month firm fixed price Contract No. AE60979000 to Michael Baker International for the WB SR-91 Alondra to Shoemaker Boulevard Improvements Project in an amount of $11,474,367.

A total of nine modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance between the ICE and recommended amount is due to staff not accounting for the additional level of effort required for the period of performance extension for the entire construction period and 6 months of close-out.

Proposal Amount	Metro ICE	Recommended Amount
$4,833,337	$4,499,160	$4,833,337

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

WB SR-91 ALONDRA TO SHOEMAKER BOULEVARD INPROVEMENT PROJECT/AE60979000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Allocation and reallocation of funds between tasks	Approved	7/28/21	$0
2	Period of performance (POP) extension through 12/30/2022	Approved	11/3/21	$0
3	Supplemental work for additional work on tasks 1-5	Approved	3/24/22	$141,363
4	POP extension through 6/30/2023	Approved	12/26/22	$0
5	Supplemental work for additional work on tasks 7.1 through 7.3 and POP extension through 12/31/2023	Approved	6/6/23	$206,553
6	POP extension through 8/31/2024	Approved	12/21/23	$0
7	Supplemental work for additional design services tasks and extend POP through 5/31/2025	Approved	8/5/24	$487,214
8	Supplemental work for additional tasks and extend POP through 12/31/2025	Approved	4/10/25	$234,935
9	Supplemental work for additional tasks	Approved	7/25/25	$70,305
10	Supplemental work to provide post PS&E support and POP extension through 12/31/2030.	**Pending**	**Pending**	**$4,833,337**
	Modification Total:			**$5,973,708**
	Original Contract:		**10/24/19**	**$11,474,367**
	Total:			**$17,448,075**

DEOD SUMMARY

WESTBOUND (WB) STATE ROUTE (SR)-91 ALONDRA TO SHOEMAKER BOULEVARD IMPROVEMENT PROJECT / AE60979000

A. Small Business Participation

Michael Baker International (MBI) made a 23.02% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff's recommendation, there are seven certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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

Westbound State Route 91 (WB SR-91) Alondra Blvd. to Shoemaker Ave. Improvement Project

Authorize Contract Modification

File # 2025-0842

Planning and Programming Committee November 2025

Metro

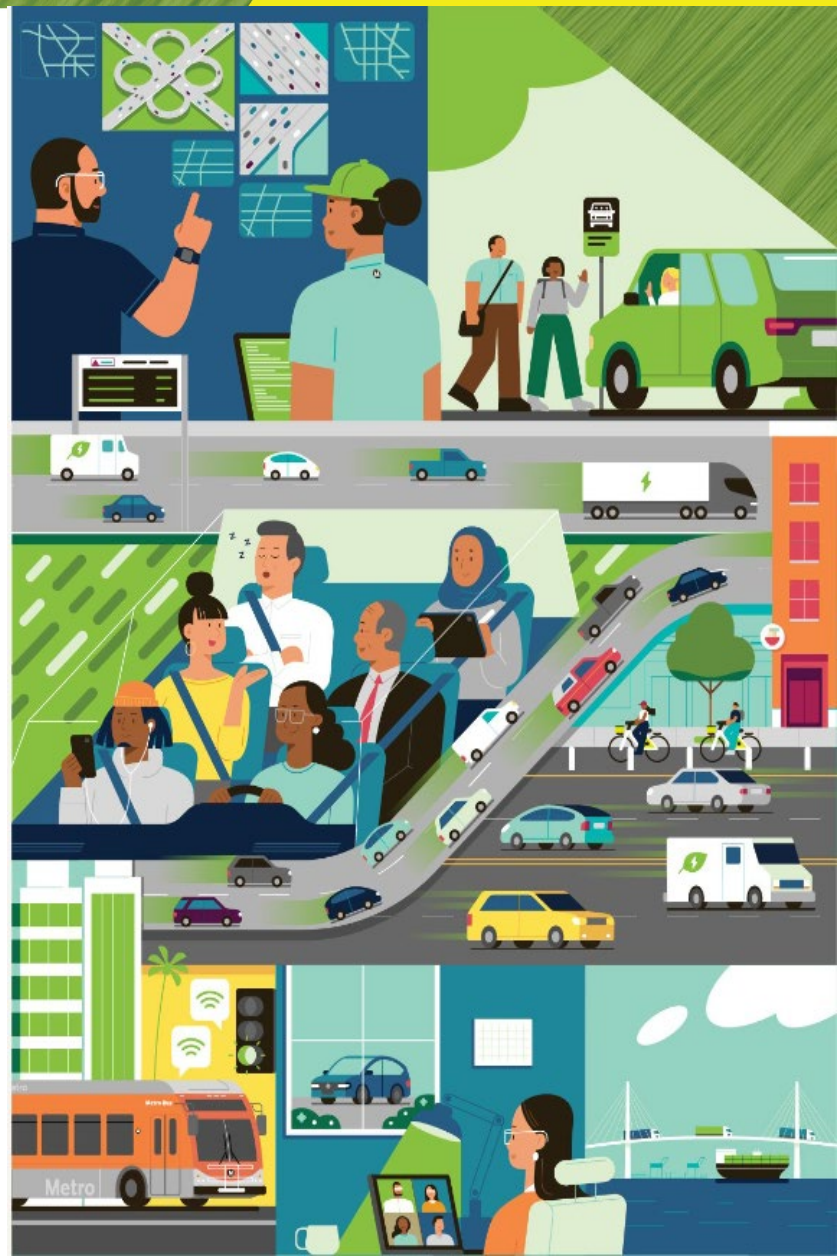
Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

A. Execute Contract Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of $4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91), increasing the contract value from $12,614,738 to $17,448,075; and extending the period of performance from December 31, 2025, to December 31, 2030; and

B. Amend the existing Cooperative Agreement with Caltrans to add $2,081,000 in funding to complete final design, prepare all necessary documents and advertise, award, and approve the project for construction; and

C. Execute a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent impact, in the amount of $126,000.



WB SR-91 Improvements

Michael Baker International, Inc. (Contract No. AE60979000)

- Metro Board authorization (October 2019) for the Plans, Specifications, and Estimates (PS&E) for WB SR-91.
- $4,833,337 increase for design services to receive Ready to List (RTL) from the Caltrans Office of Engineering, design support during bidding, and design support during construction.
- *Contributing factors:* Transfer of WB SR-91 construction advertisement, award, and administration from Metro to Caltrans, including standard plan updates and increased Caltrans oversight to achieve RTL.

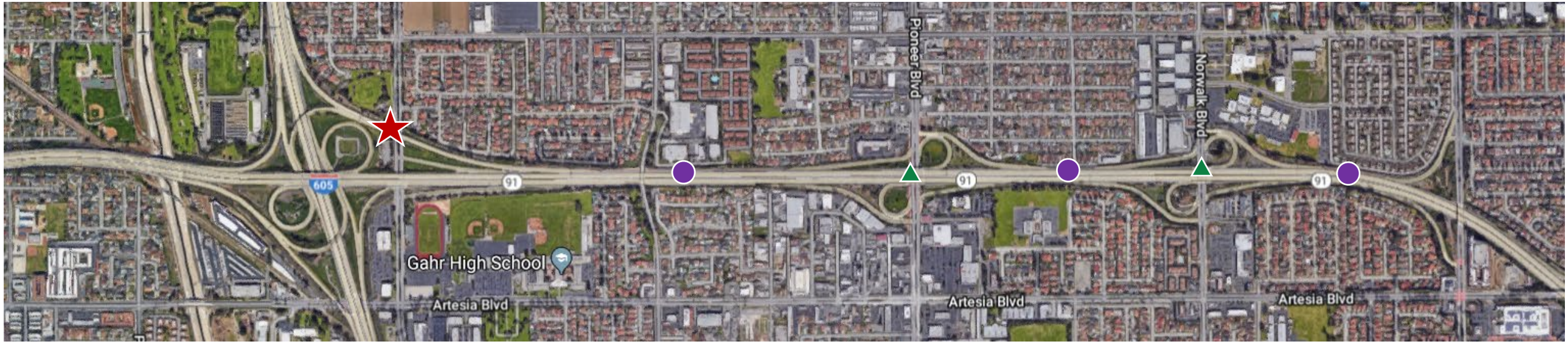
Amendment to the Caltrans Design Cooperative Agreement

- $2,081,000 increase in funding for the Design Cooperative Agreement for Caltrans to provide enhanced oversight through the Office of Engineering to complete the final design, prepare all necessary documents, and obtain required approvals for Caltrans to advertise, award, and approve the project for construction.
- *Contributing factors:* Metro and the Engineer of Record must remain engaged through the Caltrans Office of Engineering's review and approval of the complete design package to enable transfer of the construction phase.

Mountains Recreation and Conservation Authority (MRCA)

- Through a third-party Agreement with Caltrans and MRCA to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement in the amount of $126,000.
- *Contributing factors:* compensatory mitigation requirement is necessary to mitigate the Project's permanent impact.

Existing Conditions



- The WB SR-91 corridor experiences higher-than-average collision rates compared to the statewide average for similar facilities, according to Traffic Accident Surveillance and Analysis System (TASAS) data.

- According to the Statewide Integrated Traffic Recording System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the environmental and PS&E phases in 2016.
  - Of these collisions, 79% are rear-end collisions, caused by closely spaced on and off-ramps and the current roadway configuration.

Legend

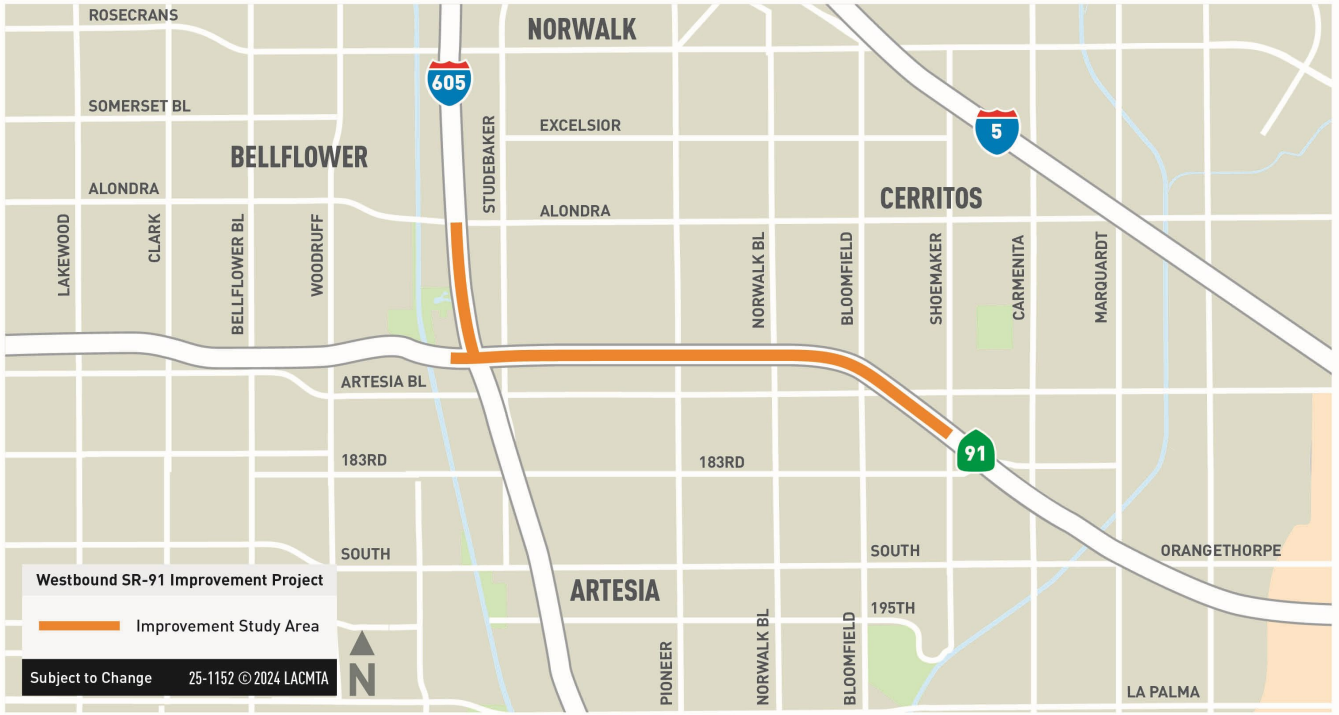
1. ★ I-605/SR-91 Interchange Reconfiguration
2. ● Weaving conflicts due to close spacing of on and off-ramps and ramp configuration
3. ▲ Ramp safety reconfiguration

WB SR-91 Improvements

Proposed Project Elements

- One new general purpose lane in the WB direction
- Create a two-lane I-605 northbound connector
- Maintain auxiliary lanes between all on- and off-ramps
- Enhance freeway on- and off-ramps
- Improve arterial streets and overcrossings by implementing lighting, signing, striping, sidewalks, raised medians, and high-visibility crosswalks

Westbound SR-91 Improvement Project
Study Area



Metro

Next Steps

- Staff will work with the Design Contractor to execute the contract modification approved by this recommendation, amend the Caltrans Design Cooperative Agreement, and execute the cooperative agreement with MRCA.

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

Metro

Board Report

File #: 2025-0854, **File Type:** Program **Agenda Number:** 6.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER

A. AWARDING $10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games (Attachment A); and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven (Attachment A).

HORVATH, DUTRA, SOLIS, HAHN, SANDOVAL, AND YAROSLAVSKY AMENDMENT: To direct the Chief Executive Officer to report back to the Board in March 2026 with recommendations and analysis to:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

ISSUE

The primary goal of the Open and Slow Streets Grant Program is to promote walking, cycling, and the use of public transportation. By doing so, the Program aims to encourage the development of multimodal policies and infrastructure at the local and community level. A local match is required.

Staff have completed evaluation and scoring of applications submitted for funding under the Board-approved Open and Slow Streets Grant Program Cycles Six and Seven. These cycles combine two rounds of Open and Slow Streets funding for a total of $10 million in to support Open and Slow Streets events occurring during the 2026 FIFA World Cup (World Cup) and the 2028 Olympic and Paralympic Games (the Games).

BACKGROUND

Open streets events are designed to close streets to vehicular traffic, encouraging residents and visitors to use transit and active transportation. Slow streets, which began during the COVID-19 pandemic, feature installations designed to reduce local traffic volume and significantly lower speeds on roadways, allowing people to walk, bike, and play safely in the streets.

In September 2013, the Metro Board established the Open Streets Competitive Grant Program framework in response to Motion 72 by Directors Villaraigosa, Molina, Najarian, and Wilson (Attachment B). Metro has since funded five cycles of Open and Slow Streets as well as a smaller “mini” cycle in 2019 (awarding just over $1 million), as indicated in the table below . The grant program has sponsored 84 events, spanning 328 miles of open and slow streets activities across 39 different jurisdictions.

Cycle	Board Approval	Total Award Amount ($ million)	Number of Events
One	June 2014	$3.70	12
Two	September 2016	$4.14	17
Three	September 2018	$4.53	15
Mini	May 2019	$1.05	5
Four	December 2021	$6.98	19
Five	January 2024	$5.50	16
	TOTAL	**$25.90**	**84**

Additional Board actions related to the Open and Slow Streets Grant Program include:

- Motion 40 (May 2020), by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adopted in response to the COVID-19 pandemic, to incorporate and allow funding for slow streets concepts such as extended and smaller neighborhood scale events (Attachment C).
- Along with releasing Cycle Four <https://boardagendas.metro.net/board-report/2020-0224/> (June 2021), the Board authorized staff to administratively release unchanged Open Streets and Slow Streets applications and guidelines packages in future cycles.
- Motion 9.1 (December 2021) by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adding an extra $2 million in grant funding (Attachment D).
- Motion 9 (September 2022), by Director Solis and Garcetti as amended by Butts and Najarian, which instructs Metro staff to initiate a special grant program dedicated to transforming our streets and transportation facilities into temporary hubs of art, culture, and recreation to

engage local communities in the spirit of the Games (Attachment E).

The Open and Slow Streets Cycles Six and Seven were combined to address the Board directive to maximize opportunities for the World Cup and the Games. As a result, $10 million was identified for a competitive Open and Slow Streets grant opportunity to support the goals of the program while promoting the spirit of the World Cup and the Games (collectively referred to as the Major Events). Following a 10-day review period, the combined Open and Slow Streets Guidelines and Application for Cycles Six and Seven (Attachment F) were released on August 25, 2025.

Engagement

Staff worked to ensure meaningful engagement with local jurisdictions and community stakeholders to help shape the guidelines prior to finalization, maximize program participation, and encourage applicants to learn from each other and develop transformative ideas. Staff conducted the following engagement in advance of the release of the guidelines and application:

- Facilitated a virtual meeting on May 21, 2025, with interested jurisdictions and community stakeholders to gather feedback on critical questions related to the development of Open and Slow Streets guidelines. Approximately 140 participants representing cities across the county and several community-based organizations attended the meeting.
- Held nine key stakeholder meetings with various jurisdictional representatives as directed in Board Motion 9 (September 2022), including county and city agencies (large and small), councils of governments (COG), and community stakeholders to further refine the Open and Slow Streets guidelines for Major Events.
- Conducted a survey for potential applicants, partners, and community stakeholders to gather additional comments and gain a better understanding of the status of Open and Slow Streets planning for the upcoming Major Events.

Key themes that emerged from the jurisdictions and community stakeholders' engagement efforts and approaches to addressing them are summarized below:

- Escalating costs - Costs to host an open and slow street event have risen significantly, such as insurance expenses. Finding funding to cover these increasing costs has also become more challenging. As a result, the guidelines were modified to eliminate a funding cap on open streets events unless the proposal included multi-day events, created a sustainable transportation legacy, or connected multiple communities, transportation, and Major Event venues.

- Considering non-profits and community-based organizations (CBOs) - Metro considered allowing non-profits and community-based organizations (CBOs) to apply alongside jurisdictional applications. However, some jurisdictions and CBOs expressed concerns about this approach, citing that jurisdictions play a critical role in organizing events, including right-of-way permitting, traffic control planning, and confirming leadership commitment to support successful events.

- Event Eligibility - Stakeholders urged Metro to fund proposals in 2026, 2027, and 2028 to provide multiple opportunities for practice before the Games and to host events annually to keep the program active. Although Metro staff considered this request, limited funding, the need to increase funds per event to cover rising costs, the desire to hold events across the county, and the fact that Metro was the only funder, limited Metro's ability to consider applications outside of the Major Events in 2026 and 2028. Including both years helps jurisdictions plan ahead for 2028 using 2026. Metro has also supported jurisdictions by identifying funding sources, such as Transportation Development Act Article 3 and Local Return funds, that allow them to host events in other years.

Staff continued to conduct engagement following the release of the Guidelines and Application on August 25, 2025, until the October 10, 2025, deadline, including:

- Presented at the Games Regional Transportation Summit held September 4-5, 2025, which included transportation and public works staff from jurisdictions across LA County.
- Facilitated an in-person meeting on September 8, 2025, at the Metro Headquarters building. Attendees included representatives of municipalities, COGs, community-based organizations, and nonprofits.
- Held a two-hour virtual question and answer session on September 22, 2025, to provide additional support and address further questions for potential applicants and partners.
- Responded to 32 of questions and comments emailed to OpenStreets@metro.net <mailto:OpenStreets@metro.net> and developed a comprehensive frequently asked questions document, which was published on the Metro Open Streets webpage <https://www.metro.net/about/metro-open-streets-grant-program/>.

DISCUSSION

Jurisdictions in Los Angeles County have demonstrated an unprecedented demand for transportation funding to support the upcoming Major Events. The Games alone are expected to attract 10-15 million ticket holders and over 10,000 athletes, who will need safe and welcoming transportation access to event venues and celebrations. The Open and Slow Streets Grant Program can support a transit-first strategy by providing dedicated space for walking, rolling, and biking. Additionally, the grant program is designed to favor proposals that create a legacy from which Angelenos can benefit for years to come.

Program Goals

Due to the adjustments in the Program, program goals were revised to align with Board Motion 9 (September 2022) and the upcoming Major Events, and to ensure the program results in legacy impacts. The goals for Cycles Six and Seven are as follows:

- Increase walking, biking, transit, and promote mode shift.
- Bring the spirit of the World Cup and Games to communities across Los Angeles County.
- Improve access to safe, accessible streets, especially in Equity Focus Communities (EFC).
- Support access to venues, arts, culture, and recreation sites by non-automobile modes.
- Produce cost effective events and/or repeat multi-day events.

Program Criteria and Guidelines

The Guidelines and Application for Cycles Six and Seven included the following changes from the previous cycle:

- Events must celebrate the World Cup or the Games.
- Events must integrate arts, culture, or recreation.
- Community-based organizations may apply as co-applicants.
- Small neighborhood events (less than one mile in length) are a new category and may receive up to $250,000 in funding.
- Large events (more than one mile in length) have no funding cap; however, Metro does not anticipate awarding numerous grants above $500,000 and only in cases where the proposed project demonstrates extraordinary impact.
- Permanent and semi-permanent materials may be eligible for funding if they meet the intent of the guidelines.
- An emphasis on events that demonstrate a lasting transportation legacy.
- Local match increased to 30%.

Cycles Six and Seven Funding Availability

Through the adopted annual budget, $2.5 million is allocated annually for the Open and Slow Streets Grant Program. Therefore, $5 million is available for each two-year cycle. For Open and Slow Streets Cycles 6 and 7, Metro is combining two rounds for a total of $10 million in competitive funds.

Applications Received and Evaluation Panel

A total of 49 applications requesting approximately $18.5 million were received for Cycles Six and Seven by the application deadline of 11:59 pm on October 10, 2025. Of these applications:

- 41 or 83% were from Metro-defined EFCs;
- 8 or 16% were new applicants;
- 22 or 45% were submitted to coincide with the World Cup;
- 26 or 51% were submitted to coincide with the Games; and
- 4 or 8% were deemed ineligible due to an ineligible applicant or an ineligible event date.

An evaluation panel comprised of staff from Metro Operations, Office of Equity and Race, Office of Strategic Innovation, Countywide Planning and Development, and Metro Art, assessed and scored the applications based on adherence to the published guidelines. Funding eligibility for Cycles Six and Seven is explicitly for events occurring during the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Based on this scoring, staff recommend 21 applications be fully funded with the requested amounts for a total of $ 6,373,331(64% of total funding available), while eight applications are recommended for partial funding for a total of $ 3,626,669 (36% of total funding available) as shown in Attachment A. Partial awards, in seven cases, are recommended for projects requesting more than $500,000 that were not considered “extraordinary” by the evaluation panel, as indicated in the program Guidelines. The additional partial award is for the lowest scoring recommended project to receive the balance of available funds.

Several applicants indicated preferred event timing that is not specifically during of the 2026 FIFA World Cup, or 2028 Olympic or Paralympic Games, as required in the Guidelines. Such projects are deemed eligible only in cases where the application also indicates ability to adjust dates to conform to program requirements. All awarded projects must confirm eligible event dates in order to execute funding agreements.

The staff recommendation includes an action to establish all eligible non-awarded projects as a waiting list to be awarded administratively in the event that funding becomes available if, for example, an awarded project does not proceed.

Impact of the Award Recommendation

In addition to providing broad-based opportunities for community gathering and celebration during the Major Events, the recommended awards will result in an impactful slate of projects. The 29 (13 for World Cup and 16 for the Games) recommended projects include funding for 12 distinct jurisdictions, 6 first-time awardees, and 25 project locations in EFCs. In aggregate, and subject to refinement, the program will deliver nearly 65 total miles of open streets (fully closed off to vehicle traffic) and approximately 3.5 total miles of slow streets with limited vehicle access and space prioritized for people on foot and bike. Based on evaluation of prior cycles, staff expects that the program will increase transit ridership by 10% on event days. Studies of open streets events generally indicate reductions in criteria pollutants and GHG emissions on event days.

Cycle Six and Seven Reporting and Evaluation

As in previous cycles, jurisdictions awarded funding in Cycles Six and Seven will receive standardized data collection templates to evaluate the success of their events. These templates have been used since Cycle One to measure and assess the program's outcomes. Evaluations cover various topics, including attendance, public transportation access, impact on transportation, and effects on local businesses. Evaluation is primarily intended to measure how events affect nearby communities and help municipalities promote the use of sustainable transportation modes.

DETERMINATION OF SAFETY IMPACT

The Open Streets Cycle Five Program will not have a direct safety impact on Metro or its employees as the events are held outside Metro-owned property. The intent of the Open and Slow Streets Grant Program is to provide safe and accessible streets, especially in EFCs, for people to walk, bike, and roll on event days, as well as to promote permanent infrastructure change to increase safety for active transportation users.

FINANCIAL IMPACT

Funding for the first year of the combined Open and Slow Streets Cycles Six and Seven is included in the FY25-26 budget in cost center 0441, under project number 410077, Open Streets Grant Program. Since this is a multi-year program, the cost center manager will be responsible for budgeting for these events in future years.

Impact to Budget

Local funding from Proposition C will be used for the Cycle Six and Seven events. These funds are not eligible for bus and rail operating and capital expenses. Proposition C includes 25% of funds eligible for transportation system/demand management (TSM/TDM) programs such as open streets events. The Southern California Association of Governments (SCAG) identifies open streets events as TSM/TDM strategies in their 2024 Regional Transportation Plan Congestion Management Toolbox - Motor Vehicle Restriction Zones.

If other eligible funding sources become available, they can be used instead of the designated funds. Furthermore, if any funds awarded from Cycle Five are not used for events in that cycle, these funds can be carried over to a future cycle.

EQUITY PLATFORM

Cycles Six and Seven of the Open and Slow Streets Grant Program aim to give residents of Los Angeles County, especially those in EFCs, the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding, 25 or 86% are located in EFCs. By hosting Open Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities. Grantees and their production teams will collaborate closely with Metro Operations and Communications staff, as well as local bus providers, to ensure transit services are minimally affected and that communities benefiting from and potentially impacted by the events are engaged.

Within the application, applicants were required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations. Additionally, applicants were encouraged to focus on Metro-designated EFCs while also addressing the diverse needs of communities. During this cycle, applicants were encouraged to partner with CBOs or non-profits; if they couldn’t, they were advised to describe how they would reach the community.

All grantees must distribute surveys to event participants and nearby businesses using a data collection template developed for Open and Slow Street events. The goal of the surveys is to gather information about the benefits and impacts of Open Streets events on the community, including details such as participants' gender, age, and zip codes. All surveys will be supported by Metro translation services and other accessibility options to help participants with limited English skills and disabilities. From these surveys, we have learned that Metro rail ridership increases by up to 10% on Open Streets event days. Additionally, one in three attendees is participating for the first time.

Additionally, awarding points to candidates who organize their events in EFCs enables Metro to engage with these events and focus on sharing important information with individuals who have fewer transportation options. This includes providing detailed transportation and service options, as well as updates on newly launched programs and initiatives.

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 will contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will help 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.

This grant program encourages and promotes using transit and active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item directly encourages transit and active transportation, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Cycles Six and Seven of the Open and Slow Streets Grant Program support the third goal of Metro's strategic plan. The program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board may choose not to award Cycles Six and Seven of the Open and Slow Streets Grant Program. However, this decision would not align with Metro's objectives of promoting sustainable modes of transportation in Los Angeles County. Furthermore, this would negatively impact Metro's efforts to reach historically disadvantaged communities.

NEXT STEPS

With the Board's approval, staff will work with selected grantees and formally execute the grant agreements between Metro and each chosen grantee.

Additionally, staff will implement the post-event data collection and evaluation process to assess the impact of these events.

ATTACHMENTS

Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and Recommendations
Attachment B - Motion 72 - Los Angeles County “Open Streets” Program
Attachment C - Motion 40 - Open Streets Program Response to COVID-19
Attachment D - Motion 9.1 - Open and Slow Streets Grant Program Cycle Four
Attachment E - Motion 9 - Uplifting Arts, Culture and Recreation
Attachment F - Open and Slow Streets Guidelines and Application Combined Cycles Six and Seven

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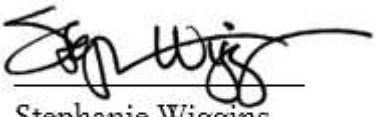

Stephanie Wiggins
Chief Executive Officer

Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and Recommendations											
Rank	**Applicant**	**Open and Slow Streets**	**Distance (Miles)**	**FIFA/Games**	**Event Title**	**Score**	**Amount Requested**	**Amount Recommended**	**Cost Per Mile Per Day**	**EFC (Y/N)**	**Subregion**
1	City of Los Angeles	Open Street	2.2	Olympic Games	La Chapulina: Figueroa Venue Connection	90.30	$1,032,549	$ 1,032,549	$4,113	Y	Central Los Angeles
2	El Pueblo de Los Angeles Historical Monument	Open Street	0.15	FIFA World Cup	Heart of LA – Open Street for World Cup Fan Zone	90.07	$238,000	$ 238,000	$1,264,444	Y	Central Los Angeles
3	El Pueblo de Los Angeles Historical Monument	Slow Street	0.5	Olympic Games	Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games	89.37	$250,000	$ 250,000	$409,667	Y	Central Los Angeles
4	City of Pasadena	Open Street	2.65	Olympic Games	Pasadena 2028 Olympic Streets	85.67	$500,000	$ 500,000	$186,792	Y	San Gabriel Valley
5	LA County Public Works SD2	Open Street	0.76	FIFA World Cup	Metro to Magic: Avalon Open Streets	85.43	$250,000	$ 250,000	$502,000	Y	Gateway Cities
6	LA County Public Works SD2	Open Street	0.76	Olympic Games	Metro to Magic: Avalon Open Streets	85.25	$250,000	$ 250,000	$1,187,000	Y	Gateway Cities
7	City of Pico Rivera	Open Street	8.0	Olympic Games	Celebrate Pico Rivera - Open Streets 2028	84.07	$800,000	$ 500,000	$81,250	Y	Gateway Cities
8	City of Los Angeles	Open Street	4.7	Olympic Games	Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games	83.43	$1,280,915	$ 500,000	$4,232	Y	San Fernando Valley
9	City of Los Angeles	Open Street	0.55	FIFA World Cup	Park to Park 2026: A Westlake Open Streets Celebration	83.07	$163,611	$ 163,611	$212,482	Y	Central Los Angeles
10	City of Los Angeles	Open Street	0.55	Paralympics Games	Park to Park 2028: A Westlake Open Streets Celebration	83.00	$163,611	$ 163,611	$212,482	Y	Central Los Angeles
11	City of Torrance	Open Street	0.87	Olympic Games	Downtown Torrance Street Activation – LA28 Olympics	81.77	$200,000	$ 200,000	$179,392	N	South Bay Cities
12	City of Torrance	Open Street	0.87	FIFA World Cup	Downtown Torrance Street Activation – 2026 FIFA World Cup	81.43	$200,000	$ 200,000	$179,392	N	South Bay Cities
13	City of Santa Monica	Open Street	2.0	Olympic Games	COAST 2028, Santa Monica's Open Streets Celebration	81.07	$550,000	$ 500,000	$203,750	N	Westside Cities
14	City of Pico Rivera	Open Street	2.88	FIFA World Cup	Celebrate Pico Rivera - Open Streets 2026	80.63	$250,000	$ 250,000	$142,361	Y	Gateway Cities
15	City of Santa Monica	Open Street	0.9	FIFA World Cup	COAST 2026, Santa Monica's Open Streets Celebration	79.57	$250,000	$ 250,000	$455,944	N	Westside Cities
16	City of Los Angeles	Open Street	4.4	FIFA World Cup	CicLAvia–Leimert Park meets Expo Park	79.40	$503,516	$ 500,000	$163,479	Y	Central Los Angeles
17	City of Inglewood	Open Street	0.6	FIFA World Cup	Inglewood Open Streets: Global Games, One Community	78.47	$250,000	$ 250,000	$270,833	Y	South Bay Cities
18	City of Inglewood	Open Street	0.6	Olympic Games and Paralympics	Inglewood Open Streets: Global Games, One Community	78.47	$250,000	$ 250,000	$270,833	Y	South Bay Cities
19	City of Pomona	Slow Street	3.0	Olympic Games	Pomona's 2028 Summer Games Park Avenue Slow Street	77.70	$1,000,000	$ 500,000	$17,857	Y	San Gabriel Valley
20	City of West Hollywood	Open Street	6.5	FIFA World Cup	CicLAvia: Meet the Hollywoods	77.50	$863,811	$ 500,000	$189,848	Y	Central Los Angeles & Westside Cities
21	LA County Public Works SD1	Open Street	0.57	Olympic Games	SGV FanFest	76.60	$250,000	$ 250,000	$771,930	Y	San Gabriel Valley
22	LA County Public Works SD1	Open Street	0.57	FIFA World Cup	SGV FanFest	74.77	$250,000	$ 250,000	$818,713	Y	San Gabriel Valley
23	City of Pasadena	Open Street	3.5	FIFA World Cup	CicLAvia Pasadena	74.73	$500,000	$ 500,000	$211,429	Y	San Gabriel Valley
24	City of Los Angeles	Open Street	4.4	Olympic Games	South LA 2028: Leimert Park meets Expo Park	74.37	$503,516	$ 500,000	$163,479	Y	Central Los Angeles
25	City of Santa Clarita	Open Street	0.4	Olympic Games	Olympic Block Party	72.83	$70,000	$ 70,000	$100,000	Y	North Los Angeles County
26	City of Long Beach	Open Street	4.27	Olympic Games	Beach Streets Venue to Venue 2028	71.60	$427,000	$ 427,000	$142,857	Y	Gateway Cities

Rank	Applicant	Open and Slow Streets	Distance (Miles)	FIFA/Games	Event Title	Score	Amount Requested	Amount Recommended	Cost Per Mile Per Day	EFC (Y/N)	Subregion
27	City of Long Beach	Open Street	4.87	FIFA World Cup	Beach Streets Kickin' It 2026	69.90	$378,560	$ 378,560	$111,047	Y	Gateway Cities
28	LA County Public Works SD4	Open Street	0.44	Olympic Games	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	68.47	$250,000	$ 250,000	$1,161,000	Y	Gateway Cities
29	City of Bell	Open Street	2.28	FIFA World Cup	Gateway Connections	68.30	$175,000	$ 126,669	$109,649	Y	Gateway Cities
30	LA County Public Works SD4	Open Street	0.44	FIFA World Cup	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	68.13	$250,000		$878,000	Y	Gateway Cities
31	Los Angeles City Council District 9	Open Street	0.6	FIFA World Cup	Viva la Copa: South Park Watch Party	67.33	$200,000		$250,000	Y	South Bay Cities
32	San Gabriel Valley COG	Open Street	5.0	FIFA World Cup	Active Streets: Foothills, Family, Futbol	67.30	$500,000		$143,000	Y	San Gabriel Valley
35	San Gabriel Valley COG	Open Street	5.0	Olympic Games	Active Streets: Mission-Meets-the-World	61.20	$450,000		$129,000	Y	San Gabriel Valley
36	City of Palmdale	Open Street	0.1	FIFA World Cup	Palmdale PlayZone: World Cup Edition	61.10	$175,000		$20,000	Y	North Los Angeles County
37	City of Palmdale	Open Street	0.1	Olympic Games	Palmdale Word Stage Olympic	61.10	$70,000		$20,000	Y	North Los Angeles
38	City of South Pasadena	Open Street	0.58	FIFA World Cup	Goal to Gold: Open Streets South Pas 2026	58.70	$135,000		$301,724	N	San Gabriel Valley
39	City of Lakewood	Open Street	1.5	Olympic Games	Lakewood Street Fest	58.30	$250,000		$216,667	N	Gateway Cities
40	City of West Hollywood	Open Street	<1.0	Olympic Games	West Hollywood Celebrates the 2028 Games with Pride House LA-West	57.50	$250,000		TBD	N	Westside Cities
41	City of Hawthorne	Open Street	0.88	Olympic Games	Hawthorne Blvd Street Fest: Move for Gold	55.90	$250,000		$369,318	Y	South Bay Cities
42	City of Industry	Slow Street	0.8	Olympic Games	City of Industry Mountain Bike Slow Street Fair	55.83	$225,000		$203,125	Y	San Gabriel Valley
43	City of Hawthorne	Open Street	0.83	FIFA World Cup	Hawthorne Open Streets: Road to the World Cup	55.17	$250,000		$301,204	Y	South Bay Cities
44	City of Carson	Open Street	1.5	Olympic Games	Carson Open Streets – Road to 2026 & 2028	43.67	$750,000		$100,000 to $125,000	N	South Bay Cities
45	City of Carson	Open Street	0.95	FIFA World Cup	Carson Open Streets – Road to 2026 & 2028	38.50	$250,000		$263,158	N	South Bay Cities
					Total Recommended:			**$ 10,000,000**			

Key/Legend:

	Recommended
	Not Recommended / Waiting List

Ineligible Applications

Applicant	Open and Slow Streets	Distance (Miles)	FIFA/Games	Event Title	Amount Requested	Cost Per Mile Per Day	EFC (Y/N)	Subregion	Reason for Ineligibility
City of Los Angeles	Open Street	2.2	N/A	La Chapulina: Pathway to the Games	$789,700	$512,792	Y	Central Los Angeles	Ineligible event dates
City of Monterey Park	Open Street	0.8	N/A	2028 Lunar New Year Festival	$250,000	$244,563	Y	San Gabriel Valley	Ineligible event dates
RGE Cares	Open Street	3.0	Olympic Games/ FIFA World Cup	Road to the Games: Compton-Long Beach Open Streets Festival	$238,000	$133,333	Y	Gateway Cities	Ineligible applicant
Little Tokyo BID	Open Street	0.5	FIFA World Cup	Little Tokyo Walk & Roll Street Fair	$250,000	$73,500	Y	Central Los Angeles	Ineligible applicant

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MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON

Planning and Programming Committee
June 19, 2013

Los Angeles County "Open Streets" Program

Across the nation, cities have begun hosting "open streets" events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the *"Ciclovias"* started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first "open streets" event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these "open streets" programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own "open streets" events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional "open streets" type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA's overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an "open streets" program:

1. Identify an eligible source of funds to allocate annually up to $2 million to support the planning, coordination, promotion and other related organizational costs.

2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional "open streets" events throughout Los Angeles County.

3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

ATTACHMENT C

Board Motion File # 2020 -0375

REGULAR BOARD MEETING
MAY 28, 2020

Motion by:

DIRECTORS GARCETTI, SOLIS, GARCIA, BONIN, AND FASANA

Open Streets Program Response to COVID-19

The COVID-19 emergency has required limiting or closing traditional public spaces, depriving residents from safe ways of spending time outside. As an alternative, many cities are reconfiguring streets through temporary traffic calming to create spaces for residents to get outside and maintain their physical and mental health. As a transportation authority, Metro can help local jurisdictions in Los Angeles County implement these reconfigurations.

Through the Metro Open Streets Grant Program, the Board recently awarded over $5 million for various open streets events in Los Angeles County. However, due to the Safer at Home order and widespread call for social distancing in public, several large-scale, single-day, open streets events such as CicLAvia, 626 Golden Streets, and Long Beach's Beach Streets have been postponed, and their feasibility in the immediate future remains unclear.

In response to the COVID-19 pandemic, the May 13, 2020 Los Angeles County Department of Public Health Safer at Home Order permits local public entities to elect to temporarily close streets to through automobile traffic to allow more space for recreational activity in compliance with Social (Physical) Distancing requirements.

As such, residents of Los Angeles County may, in addition to traveling for essential trips, use the public right-of-way to walk and cycle for recreation or exercise close to home while maintaining safe physical distance. Many residents do not have easy access to open space and maintaining safe physical distances can be challenging on existing sidewalks, especially in densely populated neighborhoods. Easily accessible alternatives to beaches, trails and parks are needed throughout the county so that all residents can safely get outside. Allowing local entities to provide this additional space in streets through full or partial closure to motor vehicles, while avoiding impacts to transit operations where practicable, will relieve pressure on recreational facilities like beaches and trails, and reduce travel to them.

Temporary use of local streets to allow increased pedestrian and bicycle use at safe physical distances has been deployed in several cities in the U.S. during the COVID-19 crisis and is variously known as Healthy, Safe, Family-Friendly, or "Slow Streets."

Since some Open Streets Grant Program awardees are unable to use their grants as intended, this funding can be put to different and effective use in the COVID-19 crisis response.

Subject
SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19

Heading
RECOMMENDATION

Title
APPROVE Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- Expanding one-day events to longer-term temporary traffic interventions;

- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences;

- Creating spaces within the public right-of-way to support economic activity such as dining and vending; and

- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

ATTACHMENT D

File # 2021-0771

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, SANDOVAL, AND DUTRA

Related to Item 9: Open and Slow Streets Grant Program Cycle Four

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly $13 million in grant funding to cities throughout LA County for open streets events that allow people to experience active transportation in safe, new, and exciting ways.

In its third cycle, Metro even provided flexibility halfway through the program, allowing cities to repurpose open streets funding toward “slow” streets efforts that responded to the needs of the COVID-19 pandemic. As open streets events return, the number and diversity of applications to Metro’s Open and Slow Streets Cycle Four Grant Funding Opportunity reflect a significant increase in demand for these events. Of the 27 grant applications received, Metro staff recommend a full award to 12, and a partial award to one, leaving 14 applications unfunded.

This is the fourth cycle in which Metro has accepted and funded Open Streets, plus a “mini cycle” in 2020, and it demonstrates unprecedented interest and excitement around a type of event that Angelenos have grown to truly enjoy the past decade. As a result, while Metro will provide more funding this cycle than it has any of it previous three, however it will also fund fewer events overall this cycle than it has in each of the last two cycles.

Subject
SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR MOTION

Heading
RECOMMENDATION

Title
APPROVE Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

A. Program an additional up to $2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and

B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

Metro

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

Board Report

File #: 2022-0643, **File Type:** Motion / Motion Response **Agenda Number:** 9.

REVISED
2028 OLYMPICS COMMITTEE
SEPTEMBER 14, 2022

Motion by:

DIRECTORS SOLIS AND GARCETTI AS AMENDED BY BUTTS AND NAJARIAN

Uplifting Arts, Culture, and Recreation during the 2028 Olympic and Paralympic Games Motion

In 2028, Los Angeles will host the Paralympic Games for the first time and the Summer Olympic Games for the third time. The Paralympic Games, set for Tuesday, August 22, 2028, through Sunday, September 3, 2028, and the Summer Olympic Games, set for Friday, July 21, 2028, through Sunday, August 6, 2028, present a unique opportunity to welcome the world and expose a global audience to Los Angeles' arts and culture. The Olympic Movement has a rich history of engaging and working with Los Angeles' arts community. For ten weeks prior to the 1984 Olympics, Los Angeles hosted the Olympics Arts Festival. Reports show that over 1.25 million people attended the Festival which included dance, music, and theater performances as well as visual arts commissions, exhibits, and events. The legacy of the Festival can still be seen today, including along key transportation arteries like the 101 Freeway in Downtown LA which remain decorated with murals commissioned for the Festival.

Metro also has a pronounced history of supporting the arts and integrating artwork into Metro projects and initiatives through the Metro Art Program. Transit stations and TAP cards are regularly designed with pieces from local artists. Before the COVID-19 Pandemic, Union Station commonly presented cultural events, including music performances. Even more so, Metro's dedication to the arts and culture also includes bringing events to neighborhoods throughout Los Angeles. Through grant programs, Metro sponsors initiatives for arts, culture, and recreation, especially in Equity Focused Communities. Examples include festivals and pop-up events related to arts and culture at mobility hubs and Metro stations/stops. Another example is Play Streets, which temporarily close streets to automobile traffic and transforms them into playgrounds, with programming, play structures, and shade for recreational purposes. With the 2028 Olympic and Paralympic Games on the horizon, Metro is uniquely situated to leverage and expand its existing programs to ensure all Angelenos have equitable access to Olympic and Paralympic-inspired arts and cultural events. The 2028 Mobility Concept Plan (MCP), currently being developed, can be used to identify specific programs and/or corridor opportunities for such events.

SUBJECT: UPLIFTING ARTS, CULTURE, AND RECREATION DURING THE 2028 OLYMPIC AND PARALYMPIC GAMES MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis and Garcetti as amended by Butts and Najarian that the Board of Directors direct the Chief Executive Officer to:

A. As part of the 2028 MCP, identify funding and develop recommendations to launch a special grant program dedicated to transforming our streets and transportation facilities into temporary centers of art, culture, and recreation to engage the local communities in the spirit of the Olympic Games before and/or during the 2028 Olympic and Paralympic Games;

B. Collaborate with the Los Angeles County Department of Arts and Culture, Los Angeles County Department of Parks and Recreation, the City of Los Angeles (including the Los Angeles Department of Transportation and Department of Cultural Affairs), and LA28 ~~to design the new grant program guidelines;~~ to provide input to Metro on the development of guidelines for the new grant program;

C. Engage with the California Department of Transportation related to opportunities for new and restored murals on the State Highway System;

D. Consider how to uplift local and community-based arts organizations as part of the above directives; and

E. Report back on the above directives in ~~January~~ March 2023.

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

ATTACHMENT F

Open & Slow Streets Guidelines and Application
Combined Cycles 6 & 7

Program Guidelines

Program Objectives

The combined cycles 6 and 7 of the Open & Slow Streets Grant Program provides $10 million for open and slow streets events in Los Angeles County with a special focus on the 2026 FIFA World Cup and 2028 Olympics and Paralympic Games major events. Metro's Open and Slow Streets goals include helping people experience public transportation, walking, and biking potentially for the first time, encouraging the adoption of sustainable transportation modes, and promoting community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. In addition to these goals, this cycle also focuses on uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County.

Open Streets are defined as streets temporarily closed to automobiles and open to people. Attendees can experience and re-imagine their streets while walking, rolling in a wheelchair, riding a bicycle, rollerblading or pushing a stroller in a car-free environment, while being encouraged to use public transit to get to and from open streets. Learn more about open streets and access resources here: https://openstreetsproject.org/open-streets-toolkit/.

Slow Streets are defined as installations to reduce traffic volume and speed on a roadway to a minimum so that people can walk, bike, and play safely in the street. Numerous cities implemented slow streets during the COVID-19 pandemic, with some continuing their programs. The San Francisco Municipal Transportation Agency (SFMTA) is one example of an agency that has an established post-pandemic Slow Streets program and more details on that program are available here: https://www.sfmta.com/projects/slow-streets-program.

Applicants can apply for two types of street events:

1. **Small Neighborhood-Scale Open & Slow Streets** (up to $250,000 per event), which are smaller and location-focused street events under one mile or less in length. Small neighborhood-scale open and slow streets are meant to engage local communities in reimagining streets as shared public spaces that reflect community culture, with an emphasis on bringing major events to communities across Los Angeles County. Metro will prioritize applications that can be activated on more than one day and connected to the 2026 and 2028 major events. **Funding requests for $100K and less are encouraged and may allow for an advanced stipend rather than a reimbursement.**

2. **Large-scale Open & Slow Streets,** which are typically multi-mile routes and must be at least one mile or greater in length that allow safe active transportation along open or slow streets. During the major events of 2026 and 2028, Metro will prioritize multiple-day programs along proposed routes. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), Metro does **not** anticipate awarding numerous grants above $500,000 given the limited countywide funds available.

Goals:
Metro seeks to fund events that advance the goals of the program, which include:

- Usage of, and access to, sustainable modes of transportation (bicycling, walking and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy and infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
- Bringing the spirit of the World Cup, Olympics, and/or Paralympics to LA County communities near and far from game venues; and encouraging residents and event attendees to explore the County's diverse neighborhoods via transit, walking or biking.
- Access to safe and accessible streets especially in communities lacking high quality bike and pedestrian infrastructure, with higher severe and fatal traffic injury rates for bicyclists and pedestrians, with an emphasis on equity focus communities (EFC).
- Creative approaches to access and integrate arts and culture activities, recreation opportunities, and venues by non-driving modes.
- High-value to cost-per-mile of the proposed program.
- Repeat, multiple-day events to maximize the benefits of the above goals.

Must:
- Include road closure, roadway intersection closure if along a multi-use pathway, or partial closure/local traffic only designation if along a Slow Street.
- Include connections to arts, culture, and recreation venues and/or activation of streets through arts, culture, and recreation.
- Celebrate the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games.
- Attend a training and workshop once your project is selected.
- Demonstrate capacity to deliver the proposed event.
- Be a government agency to apply; community based organizations/non-profits may be co-applicants.
- Be free to participate, open to the public, and accessible.

Metro will provide and promote technical assistance, workshops, toolkits, and other resources to increase capacity for applicants to deliver Open and Slow Streets events across the county.

Connections to Arts, Culture, and Recreation
In addition to traditional Open and Slow Streets goals, this grant round also focuses on

uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County. Applicants may consider the following strategies to accomplish this:

- Partner with local artists, arts and cultural organizations, libraries, parks or historic sites to bring programming to an Open or Slow Streets event.
- Locate a route adjacent to an arts or cultural institution, library, park, or historic site. Consider collaborating with the institution(s) in engaging people outdoors, along the route to maximize visibility.
- Consider strategies to and reflect the local community in programming, including uplifting local talents and creators.
- Set up a temporary athletic court/field for community members to enjoy the spirit of the major events.
- Conduct transportation-related programming, such as learn-to-ride-a-bike classes.

Please note that all programming must be free and open to the public. Programming dollars directly related to transportation (such as teaching community members to ride a bike) are reimbursable. Other non-transportation programming qualifies for matching funding. Other public agencies administer grant programs in support of arts and culture that may be a potential resource, including but not limited to the Los Angeles County Department of Arts and Culture: https://www.lacountyarts.org/funding, and the City of Los Angeles Department of Cultural Affairs: https://culture.lacity.gov/grants/cultural-grant-program-org/. LA County Department of Arts and Culture also has a Digital Resource Center on its website with additional arts funding resources: https://www.lacountyarts.org/experiences/arts-and-culture-digital-resource-center/funding-resources-nonprofits.

Equity Approach

Metro is committed to fostering a more equitable transportation system for Los Angeles County. Equity is both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where one begins and the capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities.

Applicants are encouraged to propose events that promote equitable access to the celebrations of the FIFA World Cup in 2026 as well as the Olympic and Paralympic Games in 2028 for all Los Angeles County residents both near and far from the physical event spaces. These events should focus on providing opportunities for participants to experience art, culture and recreation, particularly in historically underserved communities that lack active transportation infrastructure. The goal is to ensure that marginalized groups can fully participate in these celebrations of Los Angeles County while being encouraged to try a new mode of transportation.

Applicants are required to explain how their event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations. Metro encourages applicants to focus on Metro-designated Equity Focus Communities while also considering diverse needs or other marginalized identities such as people with disabilities, seniors, families with small children, women, and LGBTQIA+ people.

Resources available:

- Metro Equity Focus Communities Map
- Metro Equity Hub: https://equity-lametro.hub.arcgis.com/

Eligibility

Applications are open to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government. There is no limit to the number of grants submitted by a jurisdiction, or grant awarded to a jurisdiction, however, applicants with more than one proposal shall rank applications in order of priority. Community based organizations (CBOs)/non-profit organizations may apply as co-applicants of a jurisdiction.

Metro encourages first-time applicants to submit proposals. Jurisdictions may partner with other jurisdictions and/or CBOs/non-profits to submit proposals. There must be a lead applicant that will enter into a grant agreement with Metro and oversee reimbursements.

All applicants (lead applicants and any partners) must include letters of support from the city agency that manages the street right of way, and an elected official that oversees the geographic area. In addition, letters of support are required from any named CBO/non-profit partners.

Applicants may apply for events in 2026 during the FIFA World Cup and again in 2028 for the Games. Applicants should state how any lessons learned from 2026 events will be integrated into 2028 events. Applicants must submit two separate proposals, but may duplicate appropriate content, as applicants will need to submit two separate sets of dates and budgets, and other elements may also differ between 2026 and 2028.

The Open and Slow Streets grant program may be leveraged to facilitate fan zones, fan fests, community viewing parties, or other community gatherings associated with the upcoming major events by providing funding to create strong pedestrian and bicycle connections between fan zones and transit stations, and/or to facilitate street activations if fan zones are held wholly or partially in the public right-of-way. This grant program, however, will not fund the direct costs of fan zones, including screens for broadcasting games, bleachers/stadium seating, or FIFA or LA28-branded signage. In addition, the local jurisdiction and any co-applicants are solely responsible for confirming that any advertising aligns with FIFA or LA28 fan zone, fan fest, etc. advertising restrictions and requirements.

Funding

There is up to $10 million available for competitive grants for the Open & Slow Streets Grant Program. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, and co-applicants, can apply for:

- Any amount below $10 million for a large-scale Open & Slow Streets
- A maximum of $250,000 for a small neighborhood-scale Open or Slow Streets

Historically, grant awards were capped at $500,000 for multi-mile routes. While Metro has lifted this cap to encourage extraordinary and impactful large events, Metro is unlikely to fund proposals above $500,000 unless the proposed event is multi-day, anticipated to result in a lasting sustainable transportation legacy, and/or links multiple communities,

transit stations, major event venues, and/or major fan zones. Metro also does not anticipate awarding numerous grants at or above $500,000 given the limited countywide funds available. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), and that $250,000 is the maximum grant amount for small neighborhood-scale routes regardless of the proposal type (open or slow street).

Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the lead applicant and all other jurisdictions/co-applicants that are participating in the event.

There is no guarantee that applicants will receive their full funding request. If a reduced grant amount is offered, Metro will give the grantee an opportunity to consider whether they can still perform the event. If the grantee proposes to scale down the event as a result of a reduced award before awards are approved by the Metro Board, Metro will reassess the proposed changes to determine whether the proposal is still considered competitive. If the grant applicant is unable to accept the amended award, the award will be available to the next highest scoring application. If a grant has already been awarded by the Metro Board and a grantee requests to significantly rescope their proposed event, Metro will evaluate the proposed change to determine if their proposal maintains the same score. If the grantee cannot maintain their score and rank qualifying to be selected. Funds will be available starting on January 1st, 2026, through December 31st, 2028, pending Metro Board approval. The Open & Slow Streets Grant Program is expected to run during the FIFA World Cup and LA 28 Olympic and Paralympic Games.

Funding sources may be federal; cities/jurisdictions receiving federally-derived funding will be required to comply with all federal funding procedures and requirements.

<u>Reconnecting Communities and Neighborhoods (RCN) Grant</u>
Metro received $5 million in federal funding through RCN for Open Streets events in three cities: El Monte (connecting to the El Monte Station), Los Angeles (connecting to the NoHo station), and Long Beach (connecting to the Willow Station). This funding is in addition to the $10 million available for competitive proposals. The $5 million funding award will be evenly distributed to the three cities to support the 2028 Games. All RCN recipients will be required to:

- Meet federal funding requirements.
- Complete this application by the proposal deadline and ensure project scopes meet the goals and requirements of the Open and Slow Streets program. Metro staff may require adjustments to the project scope in order to meet program goals.
- Meet all Metro Open & Slow Streets reporting requirements.

RCN grant subrecipients will <u>not</u> be required to meet the 30% match.

<u>Matching Fund Requirements</u>
A minimum match of 30% is required, and applicants will receive additional points for larger matching funds. The local match can include eligible local return funds from Prop C, Measure R, and Measure M, Transportation Development Act (TDA) Article 3 funds, funds from private sources (sponsorships, grants), in-kind funds (non-monetary contributions such as goods, supplies, equipment, services, staff, and volunteer time), etc. Note that

jurisdictions are responsible for ensuring compliance between any official FIFA or LA28 sponsorship requirements that may be related to the jurisdiction's open or slow streets events and locally procured sponsorships.

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Nonmaterial scope and event changes shall be handled administratively and be approved by Metro's Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Grant funds may be used to purchase k-rail, A-fames, removable or surface-mounted bollards, planters that serve as crash rated barriers, and other movable crash rated barriers and similar equipment that can reduce the long-term costs for repeated and/or temporary street closures. Permanent materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location into the future. This must be documented in the application. Street furniture or other programing will be the sole responsibility of the Grantee but is match eligible.

The table below provides examples of reimbursable expenses that the Metro Open and Slow Streets grant can reimburse, matching expenses that can be leveraged to meet the 30% match requirement or exceed the requirement for additional points, and ineligible expenses that cannot be reimbursed or leveraged as a match. Any reimbursable expenses can also qualify as matching expenses. This table is not comprehensive of all possible expenses.

Table 1. Examples of Eligible Expenses*

Item*	**Reimbursable**	**Match Eligible**	**Non-Eligible Expenses** *(Cannot be reimbursed or count towards match)*
Pre-event Planning *(Can include professional services.)*	X		
Community Engagement *(Can include professional services.)*	X		
Marketing *(Can include professional services.)*	X		

Street Closure/Slow Streets Treatments *(Wayfinding, Signage, Delineators, A-Frames, K-Rail, Bollards, and Other Infrastructure)*	X		
Surface-Mounted Bollards	X		
Retractable Bollards and other infrastructure for closing/limiting vehicle traffic on a regular basis	X**		
Insurance for day-of event	X		
Traffic control officers or police officers	X		
Rentals *(U-Haul, pop-up tents, etc.)*	X		
Staffing for event operations	X		
Alcohol			X
Programming: Entertainment *(Performers, DJs, Live Music, etc.)*		X	
Programming: Recreational Activations *(Yoga, Exercise Classes, Basketball Courts, Soccer Nets, Tennis Courts, etc.)*		X	
Programming: Arts and Culture		X	
Programming: Transportation-Based *(Learn-to-Bike Classes, Pump Tracks, etc.)*	X		
Placemaking *(Street Furniture and Rest Benches, Murals/Artwork Along the Route, etc.)*		X	
Pop-Up Tents and Other Shade Structures	X		
Water Stations, First Aid, Modular Curb Ramps, and Other Safety Measures	X		
Bike Valet	X		
Screens/TVs for Projecting		X	
Food Trucks			X
Stages		X	
Stadium Seating/Bleachers		X	
FIFA or LA28 Branded Signage			X

** Note: All Open and Slow Streets events and programming must be free and open to the public.*

***Materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location. This must be documented in the application.*

Data Collection and Reporting Requirements

The grantee shall collect data that shall be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. A survey sample is available here: Open Streets Standardized Data Collection Template.

General and Administrative Conditions Lapsing Policy

Open and Slow Streets events must be staged by the 2028 Olympic and Paralympic Games. Date changes/confirmation of the date of the event/events after an application is submitted and awarded will require Metro Project Manager approval in advance. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro before the event. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc.

Final scheduled payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date(s) of the event. At Metro's Program Manager's request events may be rescheduled to ensure alignment with program goals and to increase participant safety.

Scoring

Projects will be evaluated out of 100 points on the following criteria:

General Event Information – 5 points

Project Feasibility and Cost Efficacy – 22 points

Approach to ensuring a safe route, including prohibiting vehicle traffic (open streets applicants) or considerably limits vehicle traffic (slow streets applicants), and providing adequate accommodation or scheduling to mitigate heat-related health impacts (e.g., shade, access to water, holding event in the morning or in the evening, etc.).	3
Demonstrated team capacity to successfully deliver project.	4
Agency's existing active transportation programs and policies.	1
Matching funds committed – zero points for the required 30% match; additional points will be awarded based on the amount of matching funds and the likelihood/certainty of those funds.	7
Event Financial Plan, including but not limited to cost effectiveness per mile per day.	7

Transportation Legacy Impacts and Community Connectivity - 30 points

Promotes the usage of, and access to sustainable modes of transportation (bicycling, walking and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.	10
Promotes the use of public transit during the event and beyond.	7
Data Collection and Surveys Requirement Approach (*see link in Data Collection and Reporting Requirements section above*).	3
Other route considerations (topography, length, access to destinations, etc.).	2
Programming along route is culturally relevant to local communities.	3
Provides multi-day events/activation, such as a recurring regular schedule , and/or is semi-permanent in nature such as Slow Streets.	5

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment – 15 points

Event location alignment and plan to celebrate 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games (includes	5

connections between major transit stations and venues, fan zones, or other major event activities and/or attractors)	
Connections to arts, cultural, and/or recreation	5
Brings the spirit of the major events to communities near and far from venues	5

Equity and Engagement – 28 points

Route serves/connects equity focused communities (EFCs) or other underinvested communities.	8
Event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.).	3
Tests safe alternatives to a high injury network (HIN) or corridor with high concentrations of traffic collisions if a HIN hasn't been established, with an emphasis on HINs within EFCs.	5
Plan to attract participants from throughout the surrounding community/County is culturally-relevant and encourages active transportation and transit connections.	5
High-quality partnerships with Community Based Organizations and/or non-profits.	7

APPLICATION

General Information

1. City/Government Agency Name: Co-Applicant Name: (optional)
2. Project Manager Name: Co-Applicant Name: (optional)
3. Project Manager Title and Department: Co-Applicant Title: (optional)
4. Project Manager Phone Number: Co-Applicant Phone Number: (optional)
5. Project Manager E-mail Address: Co-Applicant E-mail Address: (optional)
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:
9. LA County Supervisorial District: (1-5)
10. For jurisdictions applying for more than one event, please state the ranking of this proposal, where 1 = highest priority, 2 = second priority, etc.
11. Event Type:
    a. Select one: Open Street or Slow Street
    b. Select one: Small Neighborhood Event (under 1 mile, max $250k funding request) or Large Event (over 1 mile, no max, see program guidelines for more details)
12. Event Name
    (Example: Sunnytown Sunday Parkways Open Street Event.)
    Maximum Allowed: 150 *characters.*
13. Event Description
    (Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation into the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
    Maximum Allowed: 500 *characters.*

14. Estimated Route Length (in miles): maximum allowed 4 digits

15. Estimated Number of Signalized Intersections: Maximum Allowed: 3 digits

16. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred.

Project Feasibility and Cost Efficacy

17. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 *characters.*

18. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 18

18a. How many freeway crossings exist along the proposed route and what are their locations? Please describe your approach to coordinating with Caltrans. (NOTE: Additional coordination with Caltrans will be required for each freeway ramp crossing and these costs must be accounted for in the project budget).
Maximum Allowed: 500 characters

19. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 19

19a. How many at-grade crossing(s) exist along the proposed route and what are their locations? Please describe your approach to coordinating with railroad operators. (NOTE: Additional staff resources and coordination with railroad operators will be required for each grade crossing and these costs must be accounted for in the project budget).
Maximum Allowed: 500 characters

20. Estimated day(s) of the week, month, day, and year of Event.
Example: *Sunday, April 11, 2025*

(*Note: Funds will be available starting in January 1, 2025, pending Metro Board approval. Event must be staged by the 2028 Olympic and/or Paralympic Games.*)

21. If your first event is during the 2026 FIFA World Cup, do you plan to repeat your event in 2028? If yes, please note that you must submit two applications: one for each proposed year; you may repeat any relevant responses.
    Yes or No

22. Does your City's General Plan or other planning program support open street events and/or active transportation?
    (Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)
    Maximum Allowed: 500 characters

23. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

24. For Open Streets proposals, municipal and private motorized vehicles are prohibited from the route during operating hours of the event. For Slow Streets proposals, vehicle traffic volumes and speeds should be significantly reduced for the duration of the Slow Streets installation. List how your jurisdiction will plan, implement, and monitor the route for conformance with these requirements; any other safety measures that will be taken; and for multi-day events, how would access be accommodated over the course of the event? (For instance, for how many days per week, and for how many hours per day will the Open Street be fully closed to vehicles? Will the Slow Street operate as a standard Slow Street over the course of the installation, or will there also be additional full closures?)
    Maximum Allowed: 800 characters

25. How will your project minimize health and safety impacts of heat-related illnesses? Describe how you provide shade, access to water, etc.

26. Does your jurisdiction/project team (may include contractors such as consultants or event producers) have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List all relevant team members and describe their capacity to deliver these events and any plans to further enhance capacity to ensure a successful event.
    Maximum Allowed: 2,000 Characters

If “YES” for question 26

26a. What lessons has your jurisdiction learned from previous open or slow streets (or similar) events that will increase the success of the proposed event?
Maximum Allowed: 800 Characters

27. What is the total estimated cost of the event?
Maximum Allowed: 10 characters.

28. What is the requested grant amount?
Maximum Allowed: 10 characters

29. What are the estimated outreach costs?
Maximum Allowed: 10 characters.

30. What are the estimated pre-event planning costs?
Maximum Allowed: 10 characters.

31. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?
Maximum Allowed: 7 characters.

32. *What is the proposed match amount? (min 30% match required)*
Maximum Allowed: 10 characters.

33. In bringing the spirit of these major events to communities across Los Angeles County, Metro is strongly encouraging jurisdictions to partner with Metro by providing matching funds. What are the sources of your proposed matching funds? Please state whether or not the funds have been secured, and if not, plans to secure funds.
Maximum allowed: 800 characters

34. What is the event cost per mile per day (Answer to #27 / Answer #14 / Answer #20)?

35. Attach a completed Open Streets Financial Plan and Event Scope of Work

Transportation Legacy and Community Connectivity

36. How will your proposal promote the usage of and access to, sustainable modes of transportation (bicycling, walking and transit)? This may include the following: promoting

mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
Maximum allowed: 2,000 characters

37. Will the route connect multiple jurisdictions? Y/N

If "YES" to question 37

37a. How will your jurisdictions ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event? (Please also see question 51 and ensure all jurisdictional partners provide letters of support.)
Maximum Allowed: 1,000 characters.

38. Please describe the land uses and any relevant attractors along the route, and how you will adapt to differing types of land uses (as applicable) to ensure connectivity and cohesiveness along the route. *Maximum Allowed:* 1,000 *characters.*

39. List and describe the existing bicycle and pedestrian infrastructure along or adjacent to the route, including any active transportation high quality connections and any planned infrastructure that may be tested during the event or in place by the time of the event. Will the route encourage first time active transportation users to modify their travel behavior in the future?
Maximum Allowed: 1,000 characters.

40. What is the elevation change between the highest and lowest points along the proposed route? (Tips: you can use a free website like www.mapmyride.com or Google Maps to calculate this information; see San Francisco's "Wiggle" for an example of route planning that avoids hills: http://en.wikipedia.org/wiki/TheWiggle).

41. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).
Maximum Allowed: 1,000 characters.

42. List all rail stations and high frequency bus stops within a ½ mile radius of the event route and how you will ensure safe connections from those stations to the event.
Maximum Allowed: 1,000 characters

43. Describe how your city will satisfy Metro's evaluation and data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.
Maximum Allowed: 500 characters.

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment

44. Describe how the proposed project aligns with the 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games, including, but not limited to, connections between major transit stations and venues, fan zones, or other major event activities and/or attractors.
Maximum Allowed: 1,000 characters.

45. Describe how the proposed project brings the spirit of the major events to communities near and far from venues.
Maximum Allowed: 1,000 characters.

46. Describe how your open and slow streets event coincides with the upcoming major events. This may include a recurring schedule of activations aligned with major events, a daily activation during certain hours of the day, or less frequent event.
Maximum Allowed: 1,000 characters.

47. How will the route connect to arts, culture, and/or recreation? This may include programming along the route, connections to and/or partnerships with institutions along the route. Explain.
Maximum Allowed: 2,000 characters.

Equity and Community Partnerships

48. Using Metro's Equity Focus Communities mapping tool (https://equityhub.metro.net/pages/data-and-maps#EFC), explain how your event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations.
Maximum Allowed: 1,000 characters.

49. Describe how the proposed project tests safe alternatives to a high injury network (HIN), or corridor with high concentrations of traffic collisions if an HIN hasn't been established (see resource: TIMS - Transportation Injury Mapping System), with an emphasis on HIN's within EFCs.

Maximum Allowed: 1,000 characters.

50. Describe how the proposed event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.). All projects must include a discussion of how events and/or programming are accessible and inclusive for people with disabilities.
    Maximum Allowed: 1,000 characters.

51. Non-profit and community-based organization partnerships are highly encouraged, especially in helping to reach EFC's and high priority populations and in designing events that are welcoming and reflective of the diversity and culture of Los Angeles County. Does your city plan to partner with any non-profits and/or community based organizations (CBOs) to assist in event implementation and planning? (Y/N)

If "YES" for question 51

51a. List your proposed partners and their role in the event planning and implementation. If you are planning to select non-profit and/or CBO partners after the grant award, please describe your process to do so, and how you will ensure the partnership is meaningful. (Please also see question 51 and ensure letters of support are included for all named non-profit/CBO partners.)
    Maximum Allowed: 600 Characters

If "NO" for question 51

51b. What is your jurisdiction doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful?
    Maximum Allowed: 800 Characters

52. Describe the marketing strategy you will employ to encourage event participation. Consider the following: How is your event proposing to capture high attendance among the different age groups? How will you encourage attendees near and far to participate and arrive at this event through transit and active transportation modes? How is the program sensitive and inclusive to the communications preferences of the surrounding community in terms of marketing and outreach?
    Maximum allowed: 2,000 characters

53. What strategies will you employ to encourage increased participation of businesses,

institutions, etc. located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)?
Maximum allowed 500 characters

54. Upload letters of support from the applicant jurisdiction and, if applicable, each city/non-profit/other partner. Important: each jurisdiction should provide two letters of support, one from an elected official that represents the geographic area where the event is being proposed, and a second from the department that oversees right-of-way permitting. (Please include all letters in one PDF).

Open and Slow Streets Grant Program Cycles Six and Seven

Metro

Recommendation

CONSIDER

A. AWARDING $10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games (Attachment A).

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available (Attachment A).

Metro

Open and Slow Streets Grant Program

- Cycles Six and Seven combined (total of $10 million) to address Board directive and maximize opportunities for the World Cup and the Games.
- Proposed Application and Guidelines for Cycles Six and Seven communicated via Board Box on August 11, 2025. After 10-day review period, Application and Guidelines released on August 25, 2025 (due date October 10, 2025).
- Metro received 49 applications, requesting $18.5 million total.
  - 41 applications include routes in Equity Focus Communities.
  - 4 applications deemed ineligible as submitted due to event date, applicant, or incomplete information.

Metro

Cycles Six and Seven Funding Recommendations

Rank	Applicant	Event Title	Amount Recommended
1	City of Los Angeles	La Chapulina: Figueroa Venue Connection	$ 1,032,549
2	El Pueblo de Los Angeles Historical Monument	Heart of LA – Open Street for World Cup Fan Zone	$ 238,000
3	El Pueblo de Los Angeles Historical Monument	Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games	$ 250,000
4	City of Pasadena	Pasadena 2028 Olympic Streets	$ 500,000
5	LA County Public Works SD2	Metro to Magic: Avalon Open Streets	$ 250,000
6	LA County Public Works SD2	Metro to Magic: Avalon Open Streets	$ 250,000
7	City of Pico Rivera	Celebrate Pico Rivera - Open Streets 2028	$ 500,000
8	City of Los Angeles	Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games	$ 500,000
9	City of Los Angeles	Park to Park 2026: A Westlake Open Streets Celebration	$ 163,611
10	City of Los Angeles	Park to Park 2028: A Westlake Open Streets Celebration	$ 163,611
11	City of Torrance	Downtown Torrance Street Activation – LA28 Olympics	$ 200,000
12	City of Torrance	Downtown Torrance Street Activation – 2026 FIFA World Cup	$ 200,000
13	City of Santa Monica	COAST 2028, Santa Monica's Open Streets Celebration	$ 500,000
14	City of Pico Rivera	Celebrate Pico Rivera - Open Streets 2026	$ 250,000
15	City of Santa Monica	COAST 2026, Santa Monica's Open Streets Celebration	$ 250,000
16	City of Los Angeles	CicLAvia–Leimert Park meets Expo Park	$ 500,000
17	City of Inglewood	Inglewood Open Streets: Global Games, One Community	$ 250,000
18	City of Inglewood	Inglewood Open Streets: Global Games, One Community	$ 250,000
19	City of Pomona	Pomona's 2028 Summer Games Park Avenue Slow Street	$ 500,000
20	City of West Hollywood	CicLAvia: Meet the Hollywoods	$ 500,000
21	LA County Public Works SD1	SGV FanFest	$ 250,000
22	LA County Public Works SD1	SGV FanFest	$ 250,000
23	City of Pasadena	CicLAvia Pasadena	$ 500,000
24	City of Los Angeles	South LA 2028: Leimert Park meets Expo Park	$ 500,000
25	City of Santa Clarita	Olympic Block Party	$ 70,000
26	City of Long Beach	Beach Streets Venue to Venue 2028	$ 427,000
27	City of Long Beach	Beach Streets Kickin' It 2026	$ 378,560
28	LA County Public Works SD4	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	$ 250,000
29	City of Bell	Gateway Connections	$ 126,669
		Total Recommended:	**$ 10,000,000**

Metro

Cycles Six and Seven Funding Recommendations

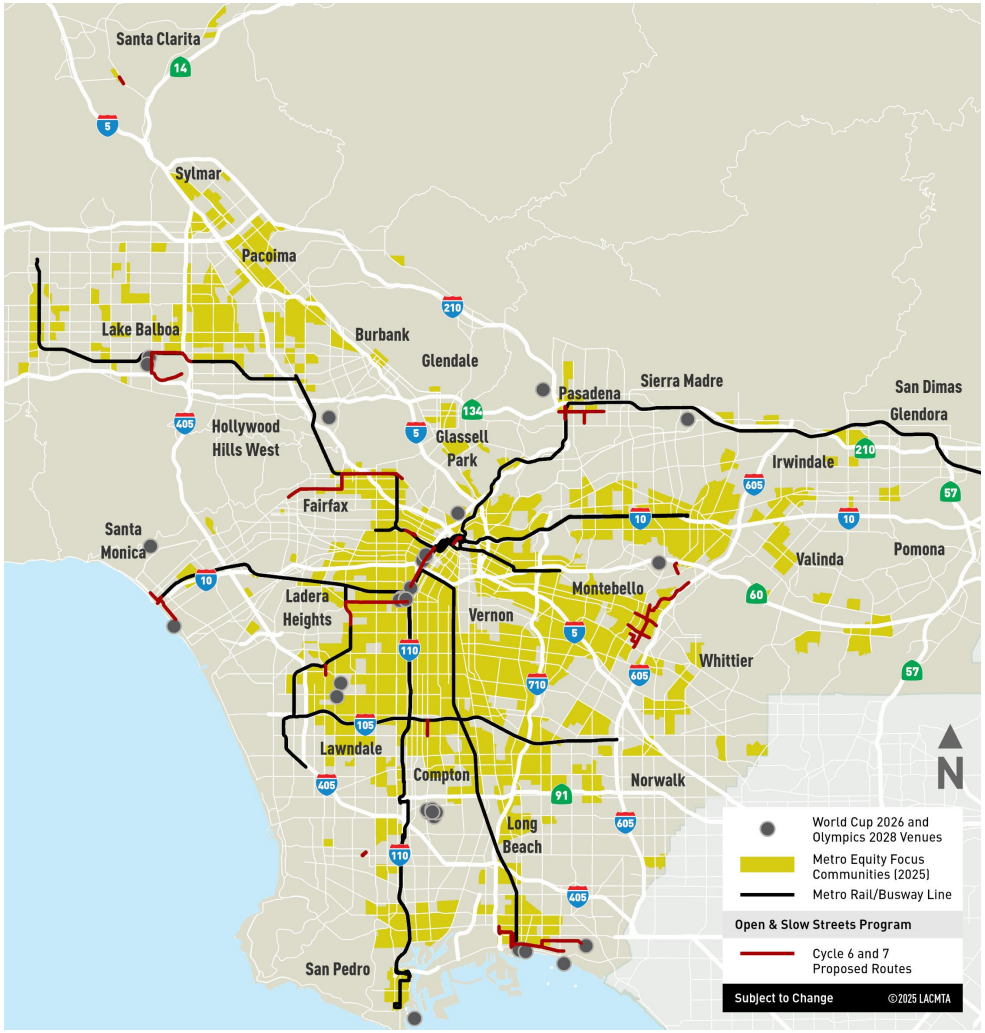
- Staff recommend awarding funding for 29 events comprising:
  - 12 distinct jurisdictions
  - Six first-time awardees
  - 25 locations in Equity Focus Communities
  - Nearly 65 miles in total event routes (approximate distance from Long Beach to Santa Clarita)
- One application deemed “extraordinary”, with funding recommended above $500,000
- All eligible, non-awarded applications established as waiting list

Metro

Next Steps

Upon Board approval, staff will:

- Work with applicants to execute grant agreements
- Assess program impact through post-event data collection



Metro

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

File #: 2025-0853, **File Type:** Project **Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025**

SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), the Outreach Summary Report (Attachment B), and the Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL);

2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and

3. Identify funds to program through a separate Board action for successful completion of the planned work.

ISSUE

The ESFV Shared ROW Study also known as the *Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way Study* is now complete (Attachment A) including community outreach (Attachment B) and an analysis of parking (Attachment C). The study was completed to address the November 2020 Board Motion introduced by Directors Najarian and Kuehl as part of the action taken during approval of the ESFV LRT project (Attachment D).

Staff recommends the Board approve Scenario 2 in which the new terminus for the ESFV LRT project will be at the intersection of Van Nuys Boulevard and San Fernando Road, authorize the development of an early works package to address safety concerns within the shared railroad corridor, and authorize staff to develop a new Pacoima Metrolink station and mobility hub that can provide both local and regional connections between the ESFV LRT project, the Metrolink Antelope Valley Line (AVL), the Mission City Bicycle Trail, and other transit services in the area.

BACKGROUND

In December 2020, the Metro Board certified the Final Environmental Impact Report (FEIR) <https://boardagendas.metro.net/board-report/2020-0024/> for the 9.2-mile ESFV LRT Project, formerly named the East San Fernando Valley Transit Corridor Project, with an initial operating segment (IOS) of the southern 6.7 miles along Van Nuys Boulevard between the Metro G Line and the intersection of Van Nuys Boulevard and San Fernando Road; the IOS is now in construction. At the time of FEIR certification, the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando raised concerns about the addition of future light rail service in the northernmost 2.5-mile segment of the alignment, which would operate in a right of way (ROW) shared with Metrolink and freight services. Along this ROW, currently there is one track which is planned to be expanded to two tracks with the development of the Brighton to Roxford Double Track (B2R) Project. (See Attachment E for a map of the ESFV LRT project area and Shared ROW).

The B2R project was not included in the ESFV LRT environmental analysis at the time due to its undetermined schedule and funding; the ESFV LRT Final EIS/EIR thus analyzed a three-track alignment (one existing plus two new LRT tracks) in the shared ROW. By the conclusion of the environmental study, however, interest in the double-tracking project had grown with funding secured for some segments of the B2R Project.

The City of San Fernando also expressed concerns about the increased frequency of train operations (six-minute bi-directional headways for LRT service and 30-minute bi-directional headways of Metrolink's planned implementation of the Southern California Optimized Rail Expansion (SCORE) program) and impacts to the community related to traffic, noise, safety, and property acquisitions. In response to these concerns, the Board approved Motion 10.01 (Attachment D) introduced by Directors Najarian and Kuehl … in November 2020, directing staff to:

> *…[R]eassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando…The Plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations.*

At the March 2022 Metro Board meeting, the Board authorized work to evaluate scenarios and mitigations <https://boardagendas.metro.net/board-report/2021-0800/> that could address the city's and Metrolink's concerns. In November 2022, staff presented the phase 1 findings <https://boardagendas.metro.net/board-report/2022-0647/> of the authorized study, which included data collection, preliminary grade crossing analysis, and evaluation of right of way (ROW) impacts. This first phase of study suggested that some level of grade separation would be necessary for the

four-track scenario at the six intersections. The study also found that additional property acquisitions beyond the currently available right of way likely would be necessary, and that the addition of a fourth track would require relocation of the Mission City Bike Trail (in the City of San Fernando) outside of the existing right of way.

In December 2022, the Metro Board authorized further analysis and refinements <https://boardagendas.metro.net/board-report/2022-0647/> to the scenario definitions in a second phase of study to explore options for providing high quality transit connectivity and service to the Sylmar/San Fernando Metrolink station area in a safe and equitable way. As the second phase of study commenced, some stakeholders expressed concern about parking loss along the northern end of Van Nuys Boulevard specific to businesses in the area. In response, staff incorporated a parking analysis as part of the ESFV Shared ROW Study.

DISCUSSION

The ESFV Shared ROW Study is now complete with additional grade crossing analysis, refined scenario definitions, and performance evaluations of the four build scenarios in terms of traffic, safety, parking, ridership, cost and to ensure the fare and transfers are affordable and fair.

Grade Separation Analysis:

The study confirmed that adding two tracks for future operation of new LRT service through the Shared ROW - coupled with planned regional rail service frequencies - would create significant traffic and safety impacts. These findings identified the need for LRT grade separations at the following locations:

1. Paxton Street/118 Freeway
2. Hubbard, Maclay and Van Nuys intersections
3. Two additional elevated grade separations (at Brand Ave. and Jessie/Wolfskill St.) would be needed should the Maclay Avenue intersection be elevated, due to the short distances between these intersections.

Scenarios Studied

Given the need for LRT grade separations, the study developed and refined study scenarios (Attachment F) as follows:

- **Scenario 1a - Full-Build LRT with Partial Grade Separation**: The LRT tracks would be grade-separated only at the Paxton Street crossing and remain at-grade at the remaining five crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 1b - Full-Build LRT with Full Grade Separation:** The LRT tracks would be grade-separated at all six crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 2a - ESFV IOS Island Platform Metrolink Station:** A new center platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service.

- **Scenario 2b - ESFV IOS Side Platforms Metrolink Station:** A new side platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service. This scenario would preserve room in the rail ROW for potential future use.
- **No-Build Scenario**: In addition to Scenarios 1 and 2, a no-build scenario was developed, to include the termination of the LRT IOS at the intersection of Van Nuys Boulevard/San Fernando Road with no Metrolink infill station and with only one (currently existing AVL) regional rail track.

Performance of Scenarios

Staff evaluated each of the scenarios' performance in terms of traffic impacts, safety, parking, ROW impacts, ridership and user benefits, and estimated costs. All scenarios assumed the following infrastructure and operating characteristics in Table 1:

Table 1: Scenario Characteristics

Scenario Characteristics	Scenario 1a	Scenario 1b	Scenario 2a	Scenario 2b	No Build
Number of Standard Gauge Rail Tracks	2	2	2	2	1
Number of LRT Tracks	2	2	0	0	0
New Infill Station	0	0	1	1	0
New LRT Stations	3	3	0	0	0
Trains per Hour	25	25	5	5	N/A

Right of Way Impacts

Scenarios 1a and 1b would create additional ROW impacts that were not identified in the ESFV LRT Final EIR/EIS. At that time, it was expected that only 3 tracks would be required to accommodate LRT (2 tracks LRT + 1 track Metrolink) and that the 3 tracks could be operated at-grade. Since that time, Metrolink's commitment to the SCORE Program will require 2 tracks instead of just 1 track for Metrolink, resulting in the need for a total of 4 tracks in Scenario 1 (2 LRT + 2 Metrolink).

Also, in San Fernando the ROW narrows from 100 feet to 80 feet, and aerial grade separation of the light rail tracks was determined to be necessary to mitigate traffic impacts. Grade separation would require structural support beams and construction staging that would extend beyond the available ROW. The most significant ROW impacts under Scenarios 1a and 1b are located in the City of San Fernando, mainly between Jessie/Wolfskill Street and Maclay Avenue, where significant impacts to adjacent properties and buildings would occur.

Scenarios 2a and 2b would operate with just two tracks for the enhanced Metrolink service and would not require grade separations. Some partial acquisitions at existing railroad crossings would be needed for relocated new gate arms and signal equipment. However, these partial acquisitions would not lead to displacements of homes or businesses.

Table 2: Right-of-Way Impacts

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Acquisition	Partial Acquisition	
No-Build Scenario	0	0	No change from ESFVTC EIS/EIR
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill S.t and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St. and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Blvd. and Pierce St.

Ridership & Transit User Benefits

The study finds that the Full-Build LRT Scenarios (1a and 1b) would mainly benefit travel within the 2.5-mile study area, especially the areas along the alignment of the ESFV LRT, with the introduction of three new LRT transit stations at Paxton, Maclay and Hubbard. Scenarios 2a and 2b, however, would provide similar ridership growth but that growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor including Santa Clarita, Burbank and Glendale. The proposed new Pacoima Infill Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional Antelope Valley Line (AVL) and the local ESFV LRT service, as well as a potential mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes such as local and regional bus connectivity.

Ridership projections for the AVL and LRT boardings for each of the scenarios are presented below.

Table 3: Ridership Daily Boardings Projections

Scenario	Daily Boardings		
	Metrolink AVL	ESFV LRT	Total
No-Build Scenario	22,644	27,474	50,118
Scenarios 1a and 1b	31,293	31,632	62,925
Scenarios 2a and 2b	31,118	27,158	58,276

In Scenarios 1a and 1b, the average boardings on the three new light rail stations at Paxton, Maclay and Hubbard were forecasted to be approximately 1,600 at each station, compared to the average forecasted boardings on the 11 Van Nuys Boulevard stations of approximately 2,400 boardings per station. These lower ridership forecasts for the proposed light rail stations along the shared ROW route, are primarily due to the lower densities along San Fernando Road as compared to Van Nuys Boulevard.

For Scenario 2a and 2b with the new Pacoima Metrolink Infill Station the increase in AVL boardings is due to the enhanced AVL service frequency of 30 minutes in peak and off-peak periods. In Scenarios 2a and 2b, the forecasted ridership on the entire ESFV LRT line does not show significant changes from the No-Build condition. Although the Metrolink Infill Station would connect the ESFV LRT with the Metrolink AVL, the frequency enhancement would also make the AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles).

Transfers and Fare Equity

For Scenarios 2a and 2b that incorporate a Pacoima Metrolink transfer station between LRT and Metrolink service, staff identified fare reciprocity between the two services as well as transfer wait times as potential equity concerns for transit users completing their trip from LRT to Metrolink. Current fare transfer policy allows a Metrolink ticket holder to complete a trip on Metro without paying an additional fare. However, no such policy currently exists for transfers from Metro to Metrolink. Should Alternative 2 be selected as the Preferred Alternative, Metro and Metrolink would further evaluate fare policies for transfers from Metro to Metrolink to address these equity concerns for local riders in the Shared ROW Corridor.

Cost Estimates

Because the scenarios are in early (<5%) design, cost estimates are provided in ranges, reflecting wide variation of future design development. The following cost estimates for each scenario are provided in 2023 dollars, and do not include escalation.

Table 4: Cost Estimates in 2023 Dollars

AACE Class 5 Estimate Cost Ranges (2023$, millions)	**No-Build Scenario**	**Scenario 1: Full-Build LRT**		**Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd**	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range	$0	$432	$561	$71	$92
High Range	$0	$926	$1,202	$153	$196

Notes: Scenario 2 estimates: Costs to modify the existing Metrolink track impacted by the future platform addition and any additional right-of-way costs (if required) were not included at the time this estimate was prepared.

Parking Analysis

Interim Terminus Parking

In conducting the Shared ROW Study, concerns were heard about the loss of parking along Van Nuys Boulevard and the anticipated impacts to residents and business owners when the ESFV LRT project is completed. As part of the ESFV Shared ROW Study, an analysis was conducted to identify existing parking conditions, parking spaces lost as a result of construction of the ESFV LRT project, and parking demand projected when the LRT first opens to Pacoima once the Van Nuys/San Fernando Station is complete and operating as an interim terminus station. The East San Fernando Valley Interim Terminus Parking Analysis study is included in Attachment C.

The study found that there are over 300 on-street parking spaces and more than 500 private off-street parking spaces that could be better utilized and made available through standard parking demand management practices, parking time limits in commercial areas, and permit parking in residential areas.

Overall parking utilization in the Pacoima area was 52-54 percent. When assessing peak times, the study found that on-street parking was highly utilized at 80-90 percent, however, off-street parking only reached 40 percent occupancy during peak periods. As a result, even at peak times, there was parking availability near the planned infill station.

To better manage parking demand, the study proposed a series of tools, including the development of a mobility hub at the Pacoima interim terminus station, the protection of business and residential parking with time-limited parking for commercial and residential side streets, increasing access for transit riders to underutilized private off-street parking facilities available to the public, and incentivizing transit for businesses and employees. Should Metro pursue increasing access to the identified private underutilized lots, negotiation with the private entities who own and operate the existing lots will be necessary.

Pacoima Station Mobility Hub

In an effort to connect the proposed Metrolink Infill Station in Pacoima with the LRT and help mitigate parking demand around the terminus station, the Parking Analysis proposed developing a mobility hub. A mobility hub is a place where people can connect with multiple modes of transportation, including but not limited to LRT, regional rail, active transportation, and micromobility. A mobility hub is designed to improve customer experience by ensuring that transfers are easy and reliable. A mobility hub can also provide ancillary services like retail and open public space to the communities it serves.

The proposed conceptual design presented to the community prioritizes safe and reliable transfers to and from the Pacoima infill Metrolink station to the LRT station. As such, the design includes wayfinding elements, shade, pedestrian scale lighting, and street safety improvements. As part of street safety elements, the mobility hub design emphasized intersection treatments at San Fernando

Road and Van Nuys Boulevard that prioritized pedestrian safety and access to both regional rail and the LRT. Adjacent to the station, the conceptual design added potential micromobility elements like bikeshare, bike lockers, and scooter parking that could further enhance access to active transportation and leverage the existing Mission City Trail (class 1 bicycle and pedestrian path). Last, the design includes a new restroom, a community space, and potential commercial retail.

Community Outreach: ESFV Shared ROW Study

Metro developed a comprehensive, equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the study area falls within Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats that were as inviting as possible for local community members. Overall, Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings, reaching nearly 900 people, resulting in a more informed community regarding the ESFV Shared ROW Study, the ESFV LRT and parking impacts. Please see Attachment B for a complete list of the community engagement activities, dates and attendance.

Bi-Lingual Outreach

A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78 percent of residents identify Spanish as their primary language, Pacoima at 76 percent, and Sylmar at 46 percent. As such, the outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities.

Metro staff partnered with the City of San Fernando and Los Angeles County Department of Public and Social Services to promote and host the innovative *Conversations and Resources* (or *'Conversaciones y Recursos'*) at Recreation Park in the City of San Fernando. Metro shared information about the Study, gathered public feedback and provided over 200 boxes of fresh produce to local families. This collaboration allowed Metro to build community trust, address food insecurity, and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way. In addition, Metro held stakeholder briefings, participated in pop-up community events, attended ESFV LRT construction update meetings and hosted two community meetings focused on the Shared ROW Study.

Community Outreach: Parking Analysis

Metro hosted two community meetings focused on parking to share the results of the Interim Terminus Parking Analysis, as well as the results of a separate parking analysis of the southern segment of the ESFV Corridor from Pacoima to Sherman Oaks. A virtual meeting was held on August 21, 2025, attended by 52 people, and an in-person meeting was held on August 26, 2025, at Arleta First Assembly of God, which was attended by 40 people. Metro's parking consultant Walker Consultants presented the studies' methodology, findings and potential parking management tools at both meetings and responded to a wide range of comments and questions from the public.

Community Outreach: Summary of Feedback

As described in the Outreach Report, community stakeholders understood the tradeoffs of the four scenarios studied in the Shared ROW Study and expressed their preference for reduced traffic congestion, safer pedestrian crossings and overall support for Scenario 2 and a new Pacoima Metrolink Station and mobility hub. Both the City of San Fernando and the San Fernando Valley Council of Governments provided Metro with formal letters also expressing support for Scenario 2, as well as other desired mobility improvements along the Shared ROW.

During the public engagement for the Shared ROW Study, community members focused on a desire for strong transit connectivity and amenities at a future mobility hub such as seating, shade and real-time transit arrival information. Consistent with the findings of the Interim Terminus Parking Analysis, which found there was sufficient parking along the ROW, parking was not a concern highlighted by the community, although key stakeholders requested improvements to the Sylmar/San Fernando Metrolink Station park-and-ride facility, which is owned by the City of Los Angeles.

At the two community meetings focused on parking, residents of Panorama City and businesses in Pacoima expressed concerns about parking constraints in their neighborhoods that were validated by the parking study conducted for the southern segment of the ESFV Corridor. Ongoing community engagement will continue with residents and businesses along the alignment as heavy construction on the ESFV LRT advances, and Countywide Planning will continue to provide technical support to Program Management and local jurisdictions on the potential implementation of appropriate parking management tools identified by Metro's parking consultant.

DETERMINATION OF SAFETY IMPACT

Traffic and Safety at Railroad Crossings

In response to the City of San Fernando's concerns about pedestrian safety at railroad crossings due to current conditions and train frequencies anticipated to increase in the future, the study evaluated traffic and safety improvements that would be warranted for each of the four study scenarios.

The study identified that the number of trains during peak hours would increase significantly to 25 trains per hour in both directions under Scenarios 1a and 1b, and the average delay per vehicle at most controlling intersections is projected to double or even triple. Ten out of the 12 controlling intersections would operate at level of service (LOS) F during one or both peak hours. The analysis found that train pre-emption and gate down time would result in an unacceptable impact on traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard.

Current Efforts for Traffic and Safety at Railroad Crossings

The four build scenarios all serve in part to mitigate pedestrian hazards and traffic impacts in future build scenarios, but some actions to improve safety already are underway and may be advanced sooner. For example, in June 2024, the Metro Board authorized on-call services to support regional rail planning efforts, including evaluation of portions of the Antelope Valley Line, its connectivity to the

future ESFV LRT project, capital and state of good repair improvements, station evaluations, grade crossing and active transportation improvements. Additionally, pedestrian gates are now the safety standard at railroad crossings when making improvements to the regional rail system, and Metro will continue to work with Metrolink to explore the enhancement of quad and pedestrian gates for existing grade crossings, and funding sources for such improvements. This work may begin in advance of improvements to the Shared ROW and regardless of scenario.

FINANCIAL IMPACT

Board approval of Recommendations A and B will not have an immediate and direct financial impact at this time. Board approval of Recommendation C has multi-year financial impacts requiring funds to be to be programmed for design and environmental clearance of the infill station and the mobility hub study. Staff will return to the Board for this authorization once the appropriate costs and funding sources have been identified.

For safety improvements at the six at-grade crossings in the shared ROW the work may advance in coordination with the AVL improvements and/or other projects in the corridor, and will include 30% preliminary engineering, environmental review, and identification of a funding plan for construction. Staff will return to the Board for contracting authorization as necessary for future stages of work.

EQUITY PLATFORM

The study area includes the City of Los Angeles neighborhoods of Pacoima and Sylmar, and the City of San Fernando, which were identified as Equity Focus Communities (EFCs) in prior analyses. Equity assessments, including examining the potential benefits to residents living within a half mile from the proposed LRT and/or Metrolink stations were conducted as part of this Phase 2 Study. Census tract data for the year 2020 was used in correlation with Metro's 2022 EFC Map. The six grade crossings are all located in census tracts in the categories of "Very High Need" and "High Need" in Metro's 2022 Equity Need Index (MENI). This Study's purpose was to analyze area concerns from the City of San Fernando and Metrolink in response to proposed new transit service along a Shared ROW corridor that could provide new mobility options but also traffic and safety impacts due to frequent train service.

Scenarios 1a and 1b include 14 stations along the ESFV LRT. These scenarios would propose three additional LRT stations (Paxton, Maclay, and Sylmar/San Fernando) would serve 205,657 people who live in 33 EFC census tracts that are within a 0.5-mile of the proposed stations. Scenarios 2a and 2b and the No-Build scenario include the southern segment (IOS) of the ESFV LRT line and would include 11 LRT stations. Scenario 2a and 2b would serve 172,568 people living in 31 EFC census tracts within a 0.5-mile from the stations.

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

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. As part of the ESFV Shared ROW Study, Scenario 1 would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project whereas Scenario 2 would mainly benefit regional travel. The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide a direct transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This study supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend deferring a decision because without Board approval to proceed, Metro would continue a long-awaited decision on the ESFV LRT project as well as continuing to keep the Brighton to Roxford Double Track project on pause. Failure to adopt a path forward will prolong community concerns over both projects' next steps.

Staff also does not recommend the advancement of Scenario 1 because the new LRT service coupled with planned increased frequencies of Metrolink service within the shared ROW would require grade separation of LRT to mitigate traffic and safety impacts. Scenario 1 would therefore have more property impacts, including both partial and full property takes, and the advancement of LRT infrastructure (uncertain funding and construction) would require prolonged and uncertain time when compared to the constructability and deliverability of other high-quality multimodal facilities and services.

The board could elect to advance Scenario 1 instead of Scenario 2.
Staff does not recommend Scenario 1 because introducing new LRT service in the Shared ROW,

coupled with planned increased Metrolink service would result in train frequencies warranting LRT grade separation to mitigate traffic and safety impacts. Scenario 1 also would result in property impacts, including both partial and full property acquisitions. Delivering grade separated (aerial and trenched) LRT infrastructure presents significant funding constraints given current fiscal uncertainties, and a prolonged delivery schedule - especially when compared to the early action, constructability and deliverability of high-quality multimodal facilities and services as proposed in Scenario 2.

NEXT STEPS

With approval of the ESFV Shared ROW Study recommendations, work in this area will focus on regional rail improvements to the Antelope Valley Line and advancement of the Brighton to Roxford Double Track (B2R) project <https://boardagendas.metro.net/board-report/2018-0262/> as previously approved by the Board. This will include advanced design and environmental documents that will include safety improvements at the 6 at-grade railroad crossings within the project area. This work will also include track redesign for the revised ultimate AVL corridor conditions based on the ESFV Shared ROW Study findings.

Metro will initiate the planning, preliminary development and environmental clearance of a new Pacoima Metrolink Infill Station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration. Work will include ongoing coordination with the ESFV LRT Corridor Project and other early works projects; development and vetting of conceptual designs for the station; additional engineering and design work to advance the project to 30% design; completion of CEQA review; extensive public outreach and elected office engagement; coordination with Metrolink and host railroads; and coordination with complementary, parallel multi-modal planning efforts.

The multi-modal planning work will take place in parallel with the Pacoima Metrolink Infill Station and will build off the ESFV Shared ROW Study, ESFV Shared ROW Study Outreach Summary Report, East San Fernando Valley Interim Terminus Parking Analysis and will include planning for a mobility hub; first/last mile infrastructure and services; enhanced pedestrian access and safety investments; and extensive public and stakeholder engagement.

ATTACHMENTS

Attachment A - Final Report Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way (ROW) Study
Attachment B - Outreach Summary Report
Attachment C - East San Fernando Valley Interim Terminus Parking Analysis
Attachment D - Board Motion 10.01
Attachment E - ESFVTC Project Area
Attachment F - ESFV Shared ROW Study Scenarios Refinement Overview

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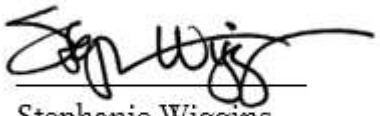

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Metropolitan Transportation Authority

East San Fernando Valley Shared Right-of-Way Study

Final Report

March 2025

Metro®

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1 INTRODUCTION

1.1 PROJECT BACKGROUND AND OVERVIEW

The Supplemental Analysis for the Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of-Way study (Shared ROW Study or this Study) examines the impacts of the northern segment of the East San Fernando Valley Transit Corridor Project (ESFVTC Project) in a shared ROW corridor between Metro and the Metrolink Antelope Valley Line (AVL) ROW in the San Fernando Valley. The shared ROW corridor extends northwest from the intersection of Van Nuys Boulevard and San Fernando Road, 2.5-miles to the Sylmar/San Fernando Metrolink Station. The corridor passes through the neighborhoods of Pacoima and Sylmar in the City of Los Angeles, as well as the City of San Fernando.

Metro owns the ROW along the shared ROW corridor which currently features a single track for the Metrolink AVL and Union Pacific Railroad (UPRR). There has been renewed interest in adding a second Metrolink track for shared commuter/freight service along this corridor as part of the Brighton to Roxford double-track project. The Brighton to Roxford project was environmentally cleared under a California Environmental Quality Act (CEQA) exemption in May 2020. The Final Environmental Impact Report (FEIR) of the ESFVTC Project was certified by the Metro Board in December 2020. The Locally Preferred Alternative (LPA) of the ESFVTC Project included two Light Rail Transit (LRT) tracks and a single track for Metrolink/freight trains along the shared corridor (see the “Northern Segment” in Figure 1-1).

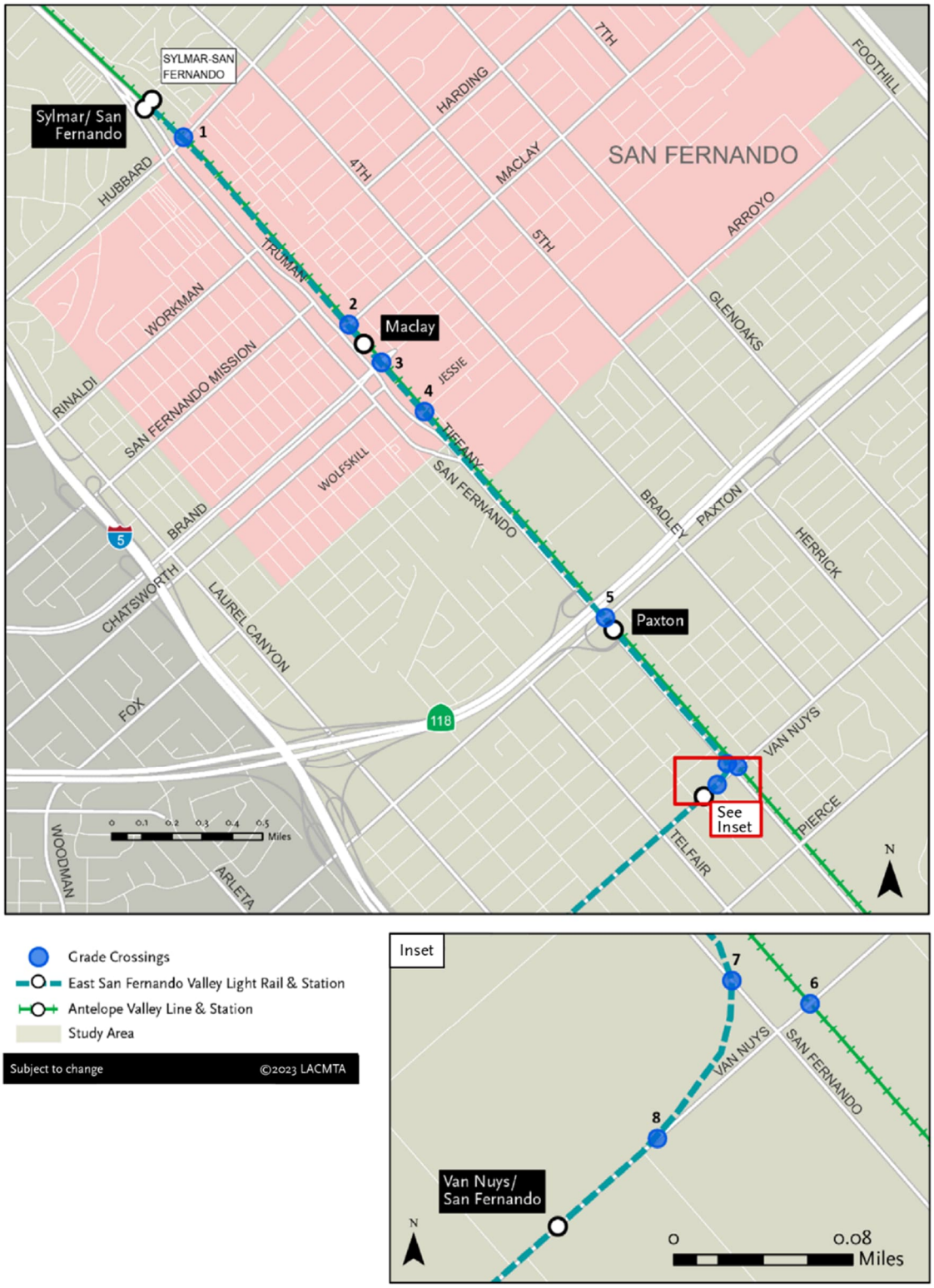
The Southern California Regional Rail Authority (SCRRA)/Metrolink and the City of San Fernando provided comments on the ESFVTC FEIS/FEIR expressing concerns about the unique safety and traffic-related challenges posed by a three track at-grade configuration at the six grade crossings with a potential fourth track when the Brighton to Roxford double-tracking is constructed. In March 2021, the Metro Board instructed staff to move forward with the southern segment of the ESFV LRT as the Initial Operating Segment (IOS) and to separately study the shared ROW portion of the LRT alignment to address comments and concerns from stakeholders. The scope of this Study includes defining and analyzing three Scenarios and recommending a preferred Scenario.

As part of this supplemental study, the six existing grade crossings are shown as crossing numbers 1 through 6 in Figure 1-2. Crossing numbers 7 and 8 comprise part of the ESFVTC Project, fronting the segment where the LRT could turn from Van Nuys Boulevard onto San Fernando Road.

For simplicity in this final report, the railroad ROW/San Fernando Road/Truman Street corridors will be described as running in a north-south direction and cross streets in the east-west direction.

Figure 1-1: ESFVTC Northern and Southern Segments

Figure 1-2: Grade Crossing Locations



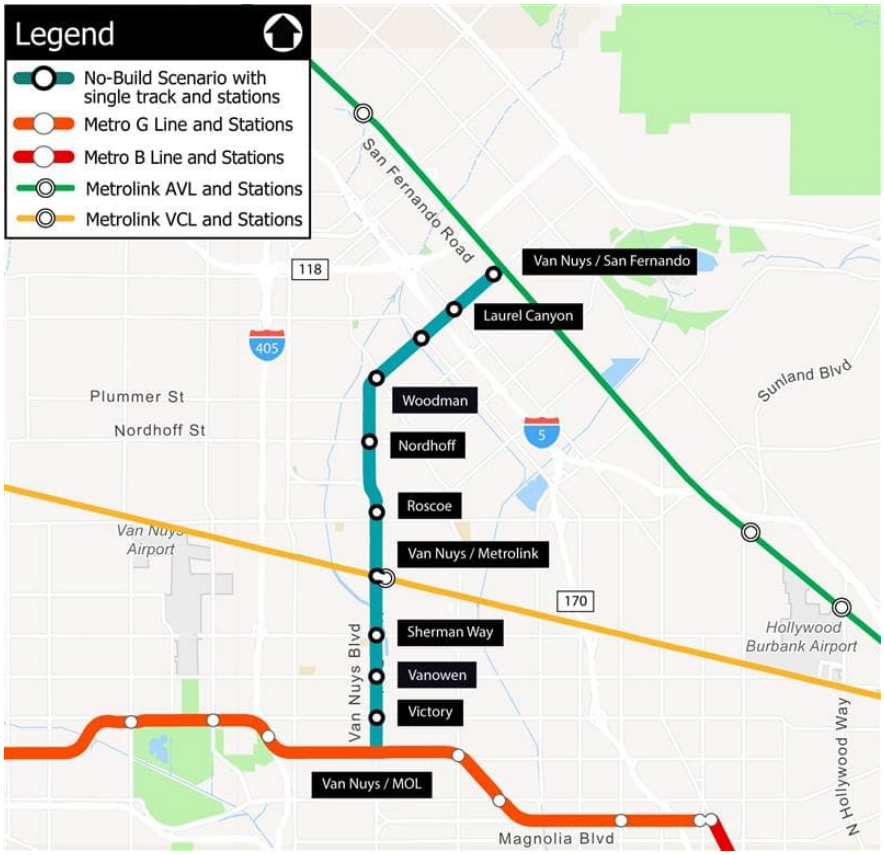
Source: Mott MacDonald, 2024

1.2 STUDY SCENARIOS

The main purpose of this Study is to evaluate the following scenarios and recommend the preferred scenario:

No-Build Scenario: In this scenario, the ESFVTC Project would terminate at the intersection of Van Nuys Boulevard and San Fernando Road, with no extension to the Metrolink Sylmar/San Fernando Station. As a result, there would be no rail connection or ESFV LRT tracks along the shared ROW from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station. The No-Build Scenario also assumes existing conditions along the shared corridor with the single track. Additionally, there would be no new Metrolink infill station at the intersection of Van Nuys Boulevard and San Fernando Road (see Figure 1-3).

Figure 1-3: No-Build Scenario



Source: Mott MacDonald, 2024

Scenario 1 Full-Build LRT: A quadruple (4) track from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station within the shared ROW comprised of two ESFV LRT tracks and two AVL/UPRR tracks (see Figure 1-4). It is anticipated that the Metrolink double-tracking project would proceed, resulting in the two aforementioned mainline AVL/UPRR tracks along the shared corridor. Three new LRT stations Paxton, Maclay, and Metrolink Sylmar/San Fernando Station would be added. The existing Metrolink Sylmar/San Fernando Station would

be reconfigured to connect to the new LRT station and accommodate the Metrolink double-tracking project.

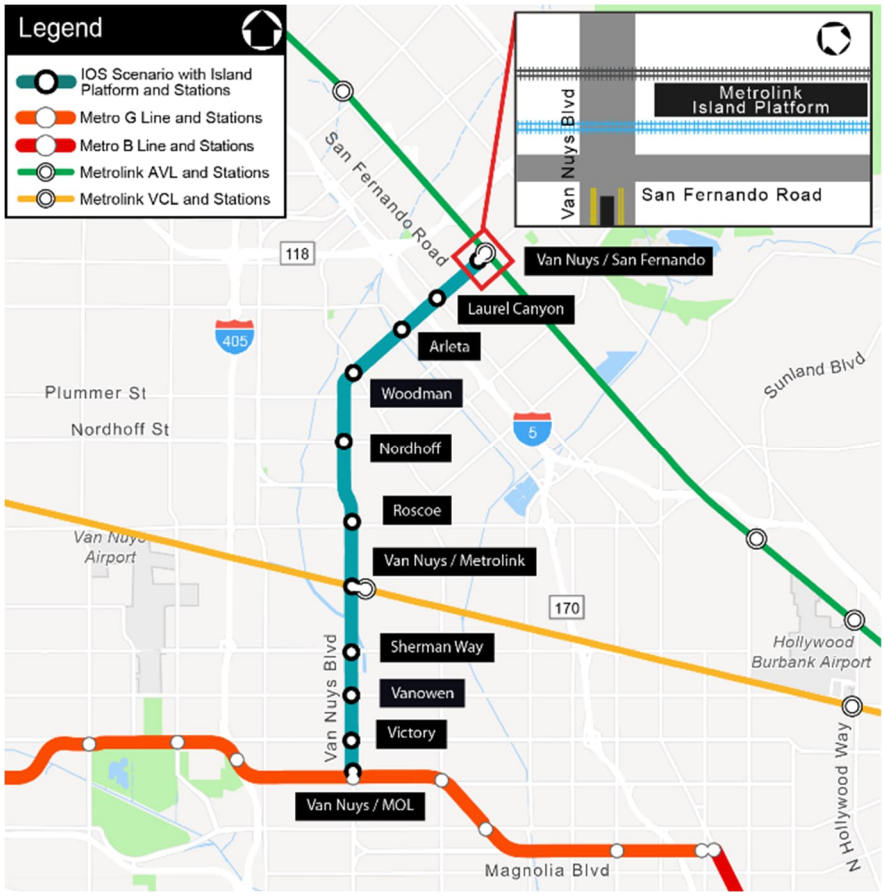
Figure 1-4: Scenario 1 Full-Build LRT

Source: Mott MacDonald, 2024

Grade crossing and safety analyses were conducted for Scenario 1 Full-Build LRT along the study corridor using the Metro Grade Crossing and Safety Policy for Light Rail Transit (Metro Policy). Based on the results of the analyses, the Full-Build LRT scenario was further developed into a Partial Grade Separation option (1a) and a Full Grade Separation option (1b), representing two different grade configurations of the two LRT tracks. Please see Section 3: Scenario Refinement and Conceptual Design for more details.

Scenario 2a ESFV IOS Metrolink Station, Island Platform: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature an island platform. The design of the second track will minimize impacts on the existing single track (see Figure 1-5). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-5: Scenario 2a ESFV IOS Metrolink Station, Island Platform



Source: Mott MacDonald, 2024

Scenario 2b ESFV IOS Metrolink Station, Side Platforms: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature two side platforms. The existing track will be adjusted in the design to accommodate a second track and leave room for potential future use (see Figure 1-6). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-6: Scenario 2b ESFV IOS Metrolink Station, Side Platforms

Source: Mott MacDonald, 2024

Table 1-1 summarizes the main operational characteristics of the study scenarios. Note that all scenarios assume “year 2040” as the horizon year to be consistent with the environmental clearance phase of the ESFVTC project. In all scenarios, the Metrolink AVL would operate with a 30-minute headway in both directions throughout the day as defined under the SCORE program. The ESFV LRT would operate with a 6-minute headway in both directions during the peak period (6-9 AM and 3-7 PM). The headway would be 12 minutes in both directions during the off-peak period (4-6 AM, 9 AM to 3 PM, 7 PM to 1 AM). Under the Full-Build LRT scenarios, there would be a total of 25 trains including one UPRR/freight train, four AVL Metrolink trains, and 20 LRT trains passing through the shared ROW corridor in both directions per hour. In the No-Build and ESFV IOS scenarios, there would be four AVL trains but no LRT trains running through the shared ROW corridor.

Table 1-1: Study Scenario Characteristics Summary

Scenario	AVL Infill Station at Van Nuys/San Fernando	ESFV LRT	Number of tracks	Headway in Minutes (Peak Period/Off-Peak Period)	
				AVL	ESFV LRT
No-Build	No	Southern Segment	1	23/90* 77	6/12
1a	No	Southern Segment + Northern Segment	4	30/30	6/12
1b	No	Southern Segment + Northern Segment	4	30/30	6/12
2a	Yes	Southern Segment	2	30/30	6/12
2b	Yes	Southern Segment	2	30/30	6/12

*The No-Build Scenario assumes 23-minute headways in the peak period direction, 90-minute headways in the peak period reverse direction, and 77-minute headways in the off-peak periods. This frequency definition was used for all the study scenarios under the environmental clearance phase of the ESFVTC project.

2 GRADE CROSSING ANALYSIS

Grade crossing analysis was conducted for the Full-Build LRT Scenario to help determine the need for grade separations at each crossing in the Shared ROW corridor. The Metro grade crossing analysis criteria are defined in the *Metro Grade Crossing Safety Policy (Metro Policy)*. The Metro policy has been applied to several existing Metro LRT lines including the environmental clearance phase of the ESFVTC project. It includes three sequential phases:

- Milestone 1 – Initial Screening
- Milestone 2 – Detailed Analysis
- Milestone 3 – Verification

2.1 MILESTONE 1 ANALYSIS

Milestone 1 Analysis is a preliminary assessment based upon roadway volumes and train frequencies leading to an initial categorization of roadway crossings into three groups: At-Grade Should be Feasible, Possible At-Grade Operation, and Grade Separation Usually Required. Table 2-1 summarizes the Milestone 1 Analysis using the highest determination (between AM and PM peak hours) for the Full-Build LRT Scenario. Five of the eight crossings fall in categories where grade separation might be needed. The Paxton Street crossing falls in the category of Grade Separation Usually Required.

Table 2-1: Milestone 1 Preliminary Results Using Highest Determination

No	Grade Crossing Location	Preliminary Results
1	Hubbard Avenue	Possible At-Grade Operation
2	Maclay Avenue	Possible At-Grade Operation
3	Brand Boulevard	At-Grade Operation Feasible
4	Jessie/Wolfskill Street	Possible At-Grade Operation
5	Paxton Street	Grade Separation Usually Required
6	Van Nuys Boulevard	At-Grade Operation Feasible
7	San Fernando Road (LRT)	Possible At-Grade Operation
8	Van Nuys Boulevard (LRT)	Possible At-Grade Operation

Note: Determinations represent the higher determination made between AM and PM peak hours.

2.2 MILESTONE 2 AND 3 ANALYSES

The most critical component of Milestone 2 of the Metro Policy that applies to this Study is a detailed operational check of roadway traffic in conjunction with an assessment of potential impacts on rail operations due to priority control. The traffic operations check determines whether operational factors would result in unacceptable traffic impacts due to the at-grade crossings.

The ESFV LRT line will run under cab signal control, which is similar to the existing control provided for Metrolink and UPRR, supplemented by automatic train protection (ATP) and automatic train stop (ATS) systems. Metro's rail operations group confirmed that the ESFV LRT line would require pre-emption of traffic signals within the influence zone, which is the same as Metrolink and UPRR. Therefore, train operations would be sufficient for all study scenarios.

Milestone 3 of the Metro Policy includes refining projected traffic volumes and validating traffic and rail operations using simulation modeling. The traffic analysis for this study was conducted using PTV's VISSIM software (Version 2022, Service Pack 11), a micro-simulation tool that is capable of capturing the gate-down activities at the crossings in calculating delays and queuing of the vehicular movements. Three measurements were used in evaluating the traffic operational conditions at the grade crossings and the nearby signalized intersections:

- **Intersection Level-of-Servces (LOS):** LOS values are a qualitative letter-grade-based rating measured in seconds per vehicle. LOS values range from a LOS value of A, for free-flow or excellent conditions to a LOS value of F, for roadways or intersections that are overloaded or operating above capacity. For intersections, the LOS is based upon the amount of control delay, measured in seconds per vehicle, a motor vehicle experiences due to traffic congestion and conflicts while traversing through an intersection.
- **Gate Spillback Queues**: a gate spillback queue is the queue of vehicles stopped at the grade crossing building along the cross street towards the adjacent intersection (see Figure 2-1).

Figure 2-1: Gate Spillback Queue at the Hubbard Avenue Crossing toward First Street (Looking West)

- **Influence Zone Queues:** the influence zone queue is the vehicular queue that builds from an adjacent downstream signalized intersection along the cross street towards the grade crossing (see Figure 2-2).

Figure 2-2: Influence Zone Queue at the Intersection of Hubbard Avenue and Truman Street

The analysis results shown in Table 2-2 lead to the conclusion that the pre-emption and gate down time would result in an unacceptable impact on progressive traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard. Although the crossings at Paxton Street and Van Nuys Boulevard have sufficient Clear Storage Distance (CSD) for the 95th percentile influence zone queuing length, the excessive gate down times during the peak hours cause long gate spillback queues. The vehicles approaching the downstream intersections would often be blocked by the gates and traffic stagnation would lead to fewer vehicles being able to queue up at the downstream intersections.

The far-right column in Table 2-2 compares the vehicle traffic volume demands that intend to approach the downstream intersections and the traffic volumes that would be able to progress on the loaded cross streets. The percentage of loaded volumes to the demand volumes ranges from 42 percent at the two intersections on Van Nuys Boulevard to 85 percent at the two intersections on Wolfskill/Jessie Street. Overall, the traffic volumes that would be able to progress through the cross street are even less than 70 percent of the observed traffic volumes under the existing conditions.

Table 2-2: Traffic Operations Check, Future (2040) Scenario 1 Full-Build LRT

Crossing	Controlling Intersections LOS Values	Sufficient CSD* for 95th Percentile Influence Zone Queuing Length?	Sufficient Upstream Signal Spacing for 95th Percentile Gate Spillback Queuing Length?	Percentage of Loaded Volumes to Demand Volumes
Hubbard Avenue	F	No	No	46%
Maclay Avenue	F	No	No	47%
Brand Boulevard	D to F**	Yes	No	79%
Wolfskill /Jessie Street	D to F***	Yes	No	85%
Paxton Street	F	Yes	No	44%
Van Nuys Boulevard	F	Yes	No	42%

Note*: CSD = Clear Storage Distance
Note**: the intersection of Brand Boulevard and First Street would operate at LOS D during AM peak hour and LOS E during the PM peak hour; the intersection of Brand Boulevard and Truman Street would operate at LOS E during AM peak hour and LOS F during the PM peak hour
Note***: the intersection of Jessie/Wolfskill Street and First Street would operate at LOS E during the AM peak hour and LOS F during the PM peak hour; the intersection of Jessie/Wolfskill Street and Truman Street would operate at LOS D during the AM and PM peak hours

Although the Brand Boulevard crossing and Wolfskill/Jessie Street crossing are estimated to perform relatively better than the other four crossings, the need for grade separation at these two crossings is highly tied to the determination of the Maclay Avenue crossing and the proximity among these three crossings. An alternative option would be to close the crossings at Brand Boulevard and Wolfskill/Jessie Street. However, the additional volumes caused by the forced detour would further deteriorate the traffic operational conditions on Paxton Street and Maclay Avenue. Therefore, it is concluded that it is not feasible to close the Wolfskill/Jessie Street crossing.

3 SCENARIO REFINEMENT AND CONCEPTUAL DESIGN

3.1 SCENARIO FULL-BUILD LRT REFINEMENT

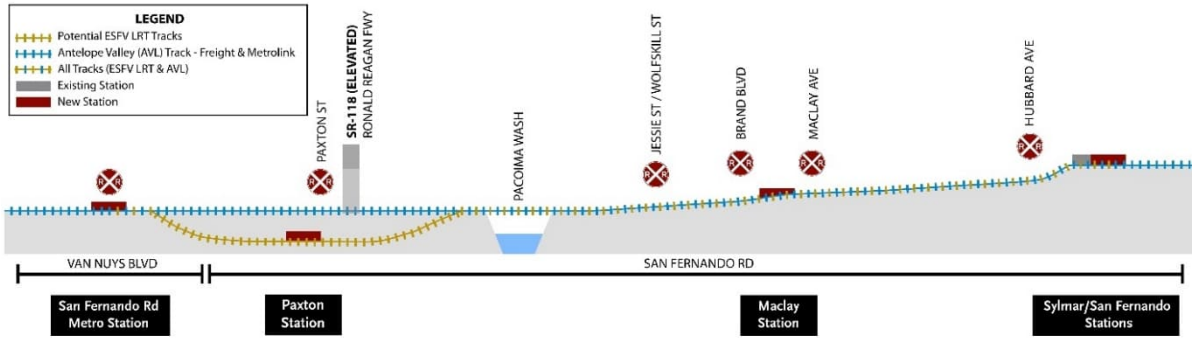
Under the Full-Build LRT Scenario, the two sets of ESFV LRT tracks would be located on the western side of the two sets of AVL/UPRR tracks (see Figure 3-1). Three new LRT stations would be added as planned under the environmental phase: Paxton, Maclay, and the Metrolink Sylmar/San Fernando Stations.

Figure 3-1: Schematic Alignment of Scenario 1 Full-Build LRT

Based on the grade crossing analysis results, two variations for the Full-Build LRT Scenario were proposed for further engineering feasibility analysis and performance assessment creating the refinement of Scenario 1a and Scenario 1b:

- **1a. Full-Build LRT, Partial Grade Separation:** the LRT tracks would only be grade-separated at the Paxton Street crossing and remain at-grade at the remaining five crossings. The AVL/UPRR tracks would remain at-grade at all six crossings (see Figure 3-2). The Paxton Street crossing is the only one that is determined to be "Grade Separation Usually Required" under the Metro Policy Milestone 1 Analysis. It is also estimated to have one of the worst traffic operational conditions under the Milestone 2 and 3 Analyses.

Figure 3-2: Schematic Vertical Profile of Scenario 1a



- **1b. Full-Build LRT, Full Grade Separation:** the LRT tracks would be grade-separated at all six crossings. The AVL/UPRR tracks would remain at grade at all six crossings (see Figure 3-3). Milestones 2 and 3 analyses indicated that the traffic operations would be at an unacceptable level (LOS E or F) at all six crossings. The Brand Boulevard and Jessie/Wolfskill Street crossings would be slightly better than the remaining four crossings. However, due to both these two crossings' proximity to the Maclay Avenue crossing, they were deemed to be grade-separated as well.

Figure 3-3: Schematic Vertical Profile of Scenario 1b

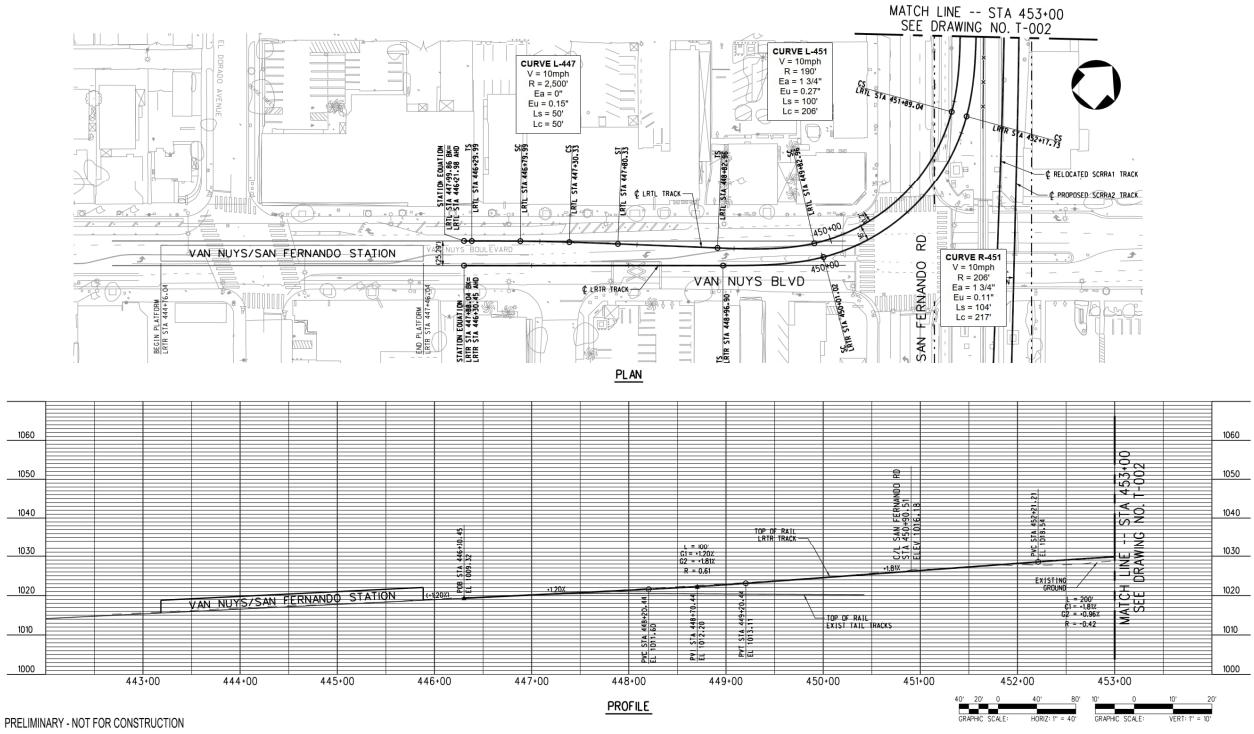
3.2 CONCEPTUAL DESIGN

3.2.1 SCENARIO 1A FULL-BUILD LRT PARTIAL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with only the crossing at Paxton Street being grade separated (LRT underpass). The concept will include new LRT Stations at Paxton Street (underpass), Maclay Avenue, and a terminal station at Sylmar/San Fernando to connect through a pedestrian underpass with the existing Metrolink Station platform, which would be modified to meet SCRRA's station standards.

The proposed tail tracks that are to be constructed for the ESFV LRT on Van Nuys Boulevard currently under construction would be removed, and then the alignment would continue through the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor as to limit property takes (see Figure 3-4). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

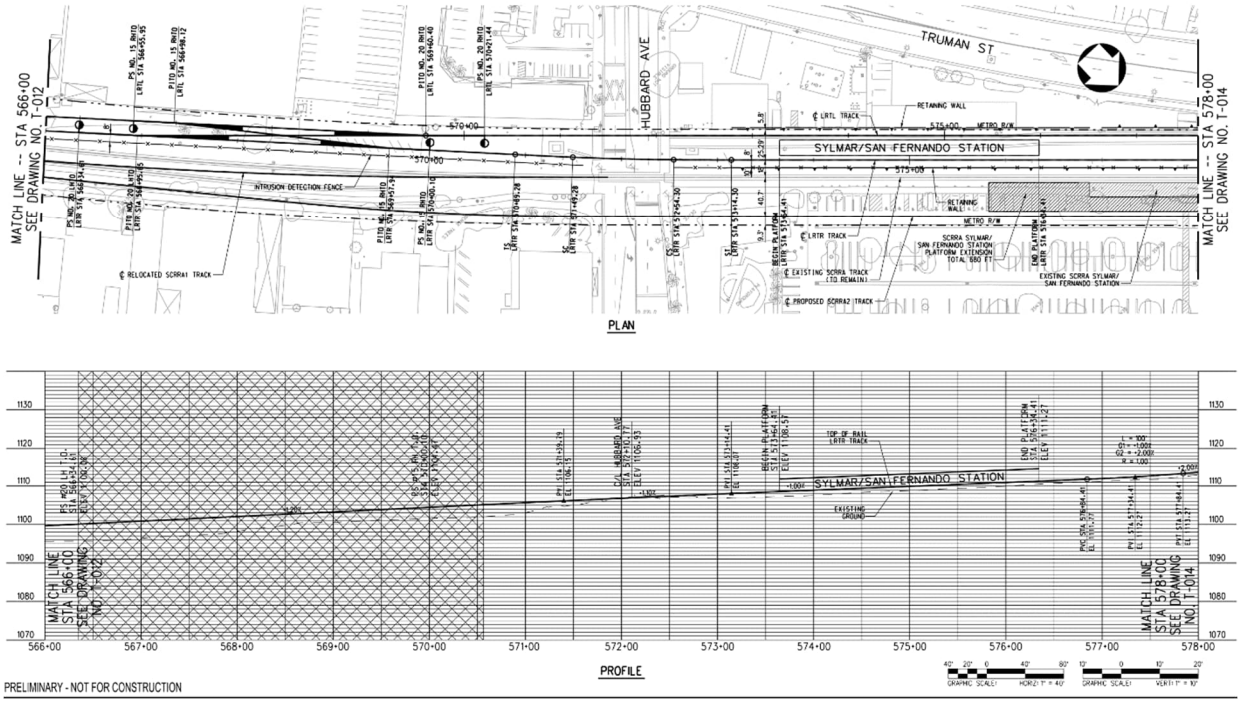
Figure 3-4: Scenario 1a LRT Tracks at Van Nuys Boulevard/San Fernando Road



The AVL/UPRR tracks would remain at grade throughout the shared ROW corridor. In order to fit the LRT tracks within the shared ROW corridor, the existing Metrolink mainline must be relocated to the eastern side of the corridor. The new second AVL/UPRR mainline track would parallel the existing mainline track on the east side. The realignment begins south of Van Nuys Boulevard and continues north of the Sylmar/San Fernando Station. In some places, additional ROW is required to fit the second mainline track.

The second Metrolink mainline track is proposed to widen out at Hubbard Avenue to allow for a center platform (see Figure 3-5). The pedestrian underpass at the LRT station would connect the LRT station with the Sylmar/San Fernando Metrolink station, and the adjacent parking lot to the east. The existing Metrolink station platform is 425 feet long and 15 feet wide, which is not the SCRRA standard size. The station platform would be extended to be a full-length platform by SCRRA standard (680 feet long).

Figure 3-5: Scenario 1a: Sylmar/San Fernando LRT and Metrolink Stations

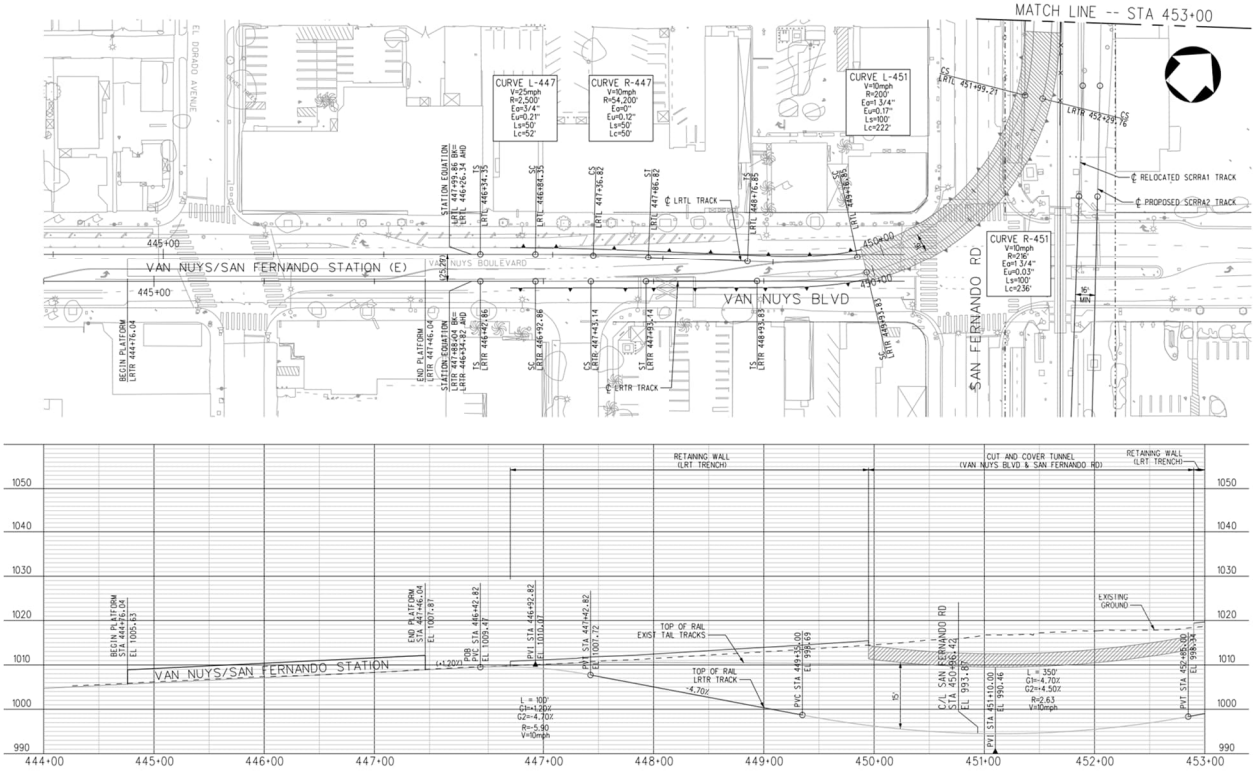


3.2.2 SCENARIO 1B FULL-BUILD LRT FULL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with the crossing at Van Nuys Boulevard and Paxton Street being in a cut-and-cover tunnel (LRT underpass). The LRT tracks would be elevated at the crossings at Jessie/Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue. The concept includes three new LRT stations at Paxton Street (underpass), Maclay Avenue (elevated), and a terminal station (elevated) at Sylmar/San Fernando to connect through a pedestrian underpass or overpass with the existing Metrolink Station, which would be expanded to meet the SCRRA station standards.

The currently proposed tail tracks to be constructed for the ESFVTC project would be removed allowing for the alignments continuation in a cut-and-cover tunnel under the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor so as not to require any property takes (see Figure 3-6). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

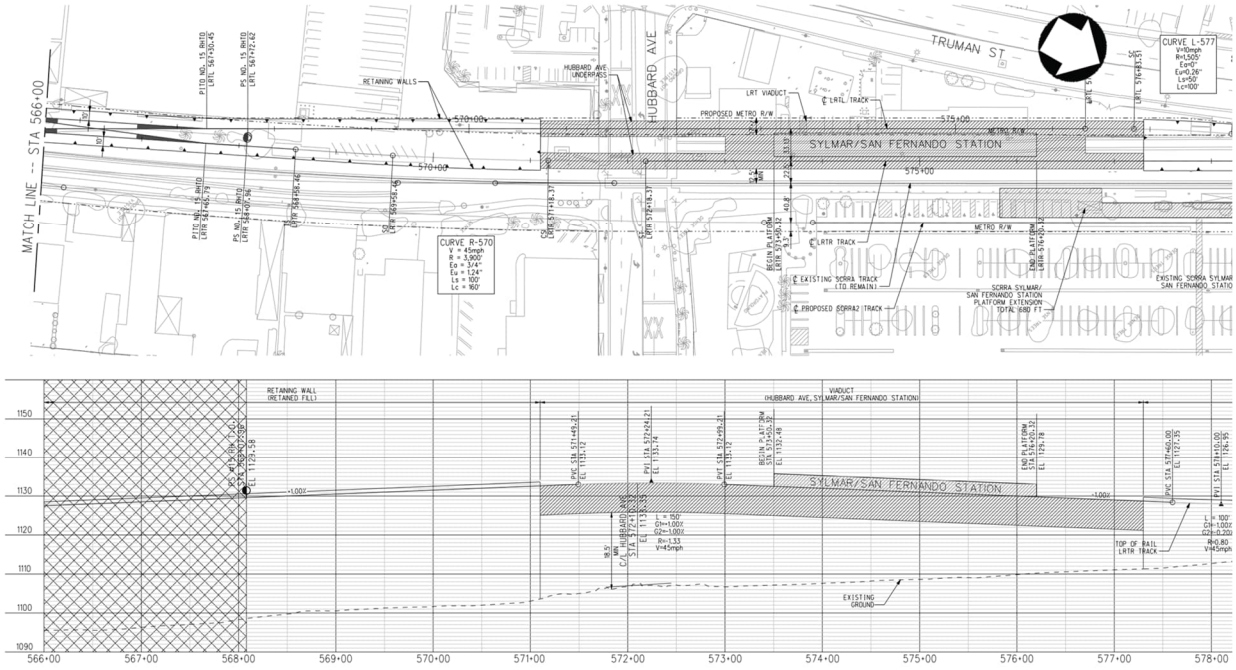
Figure 3-6: Scenario 1b LRT Tracks at Van Nuys Boulevard/San Fernando Road



The extended LRT racks in Scenario 1b would have multiple track curves through the crossings to minimize property takes and to maneuver the Metrolink tracks through the corridor for stations, bridges, and the pocket track. The design of these curves has been carefully considered so track alignments meet SCRRA Design Criteria for the design speeds and to ensure there is no superelevation on the relocated Metrolink mainline track(s). Reducing or eliminating the superelevation through the crossing provides for level-grade crossing profiles.

The LRT tracks would terminate at the Sylmar/San Fernando LRT station, which is located just north of Hubbard Avenue, with the tracks shifted further west when compared with Scenario 1a. This is due to the existing Metrolink track remains in place and spacing requirements. Space is required for the retaining wall between the LRT and Metrolink tracks, as well as a wider platform to allow for pedestrian circulation between the ground and elevated station (see Figure 3-7). The platform is located to allow for a pedestrian ramp to an overpass or underpass to connect with the Sylmar/San Fernando Metrolink Station. The configuration of the pedestrian connection will be slightly different from Scenario 1a, as the tracks and station platform will be elevated due to the grade separation at Hubbard Avenue. The AVL tracks would remain at grade throughout the shared ROW corridor.

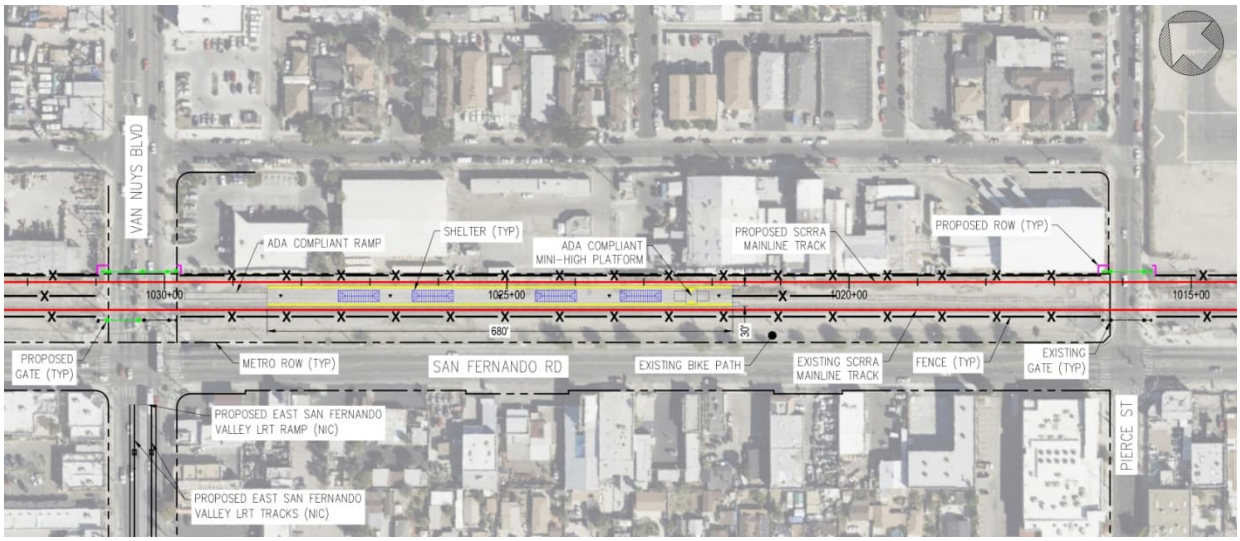
Figure 3-7: Scenario 1b Sylmar/San Fernando LRTand Metrolink Stations



3.2.3 SCENARIO 2A ESFV IOS METROLINK STATION, ISLAND PLATFORM

The infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard and San Fernando Road, providing a connection to the southern segment of the ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-8, this station would be a center platform station. The station would be placed east of the existing mainline track. The second mainline track would be placed east of the proposed infill Metrolink station. There is enough space in the corridor to fit the station and both mainline tracks within the existing ROW.

Figure 3-8: Scenario 2a ESFV IOS Metrolink Station, Island Platform Configuration



The existing AVL/UPRR track would remain untouched for most of the shared ROW corridor. The second AVL/UPRR track would be located east of the existing track throughout most of the corridor, except for north of the Sylmar/San Fernando Station, where the new track would be west of the existing track. At the Sylmar/San Fernando Station, the existing platform is approximately 425 feet long and 15 feet wide. This platform would be expanded to be 680 feet long and 16 feet wide, all within existing ROW. A new side platform would be added on the west side of the corridor, serving the proposed second mainline track.

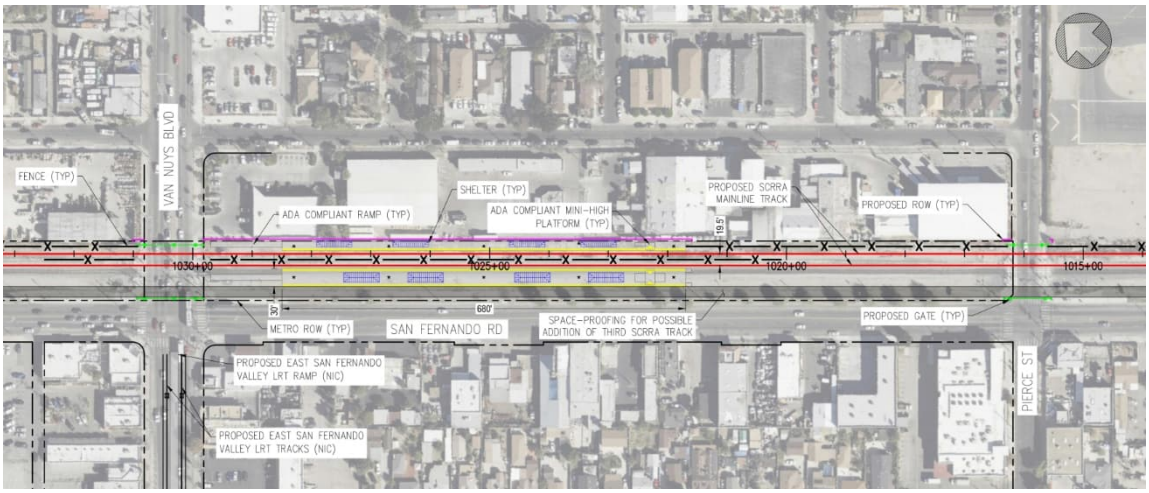
As shown in Figure 3-9, north of the Sylmar/San Fernando Station, number 14 turnouts would be utilized to begin a turnback track. In this area, the eastern mainline track would be the existing track, and the proposed second mainline track would be west of the existing track. The turnback tracks would be on the far west side of the corridor, west of the proposed track.

Figure 3-9: Scenario 2a Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations

3.2.4 SCENARIO 2B ESFV IOS METROLINK STATION, SIDE PLATFORMS

An infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard/San Fernando Road, providing a connection to the southern segment of ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-10, this station would contain side platforms. There would be space allotted on the west side of the corridor for potential future use. The proposed design reserves space for the proposed western side platform so it could be expanded from a typical 16-foot side platform to a 30-foot island platform if a future use were to be identified. The proposed design for Scenario 2b would require the acquisition of approximately three (3) feet of additional ROW east of the shared ROW corridor between Van Nuys Boulevard and Pierce Street. Further coordination with SCRRA/Metrolink in the conceptual engineering phase would be required in order to analyze in greater detail if ROW takes can be avoided through an SCRRA design deviation.

Figure 3-10: Scenario 2b ESFV IOS Metrolink Station, Side Platforms Configuration



The existing Sylmar/San Fernando Metrolink platform would be widened to function as a center platform with mainline tracks on either side. The existing platform would be expanded to be 680 feet long and 25 feet wide, allowing the proposed features to stay within the station area and not intrude on parking spaces east of the station area. Additionally, there would be sufficient space west of the existing tracks for any potential future use in the station area.

Immediately north of the Sylmar/San Fernando Station, both sets of mainline tracks would shift westward to avoid an open channel on the west side of the corridor, north of the station (see Figure 3-11). After the shift is complete, number 14 turnouts would be utilized to begin a turnback track. The turnback tracks would be on the far west side of the corridor, west of the proposed tracks. The turnback track on the west side of the corridor would be in the space provided for potential future use.

Figure 3-11: Scenario 2b Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations

4 TRANSPORTATION BENEFITS/SYSTEMS PERFORMANCE ANALYSIS

The proposed study scenarios were evaluated for transportation benefits in terms of travel time savings, ridership, and the quality of multi-modal connectivity. The No-Build Scenario is included in the analyses for comparison purposes.

For the travel time estimation of the representative origin-destination (O-D) pairs and ridership forecasting, Scenarios 1a and 1b were not treated differently due to their similarities in operational characteristics and will be categorized as the Full-Build LRT Scenario. Similarly, Scenarios 2a and 2b will be categorized as the ESFV IOS Metrolink Station Scenario for the same reason.

4.1 TRAVEL TIME OF REPRESENTATIVE ORIGIN-DESTINATION PAIRS

The representative origin-destination (O-D) pairs analysis provides insight into potential travel patterns, time savings, and route choice for transit riders going to and traveling from ESFV under each proposed Scenario. The origins and destinations in the selected O-D pairs are activity centers located in or around neighborhoods with high employment or population density. They are also on the route that could potentially benefit from the infill station at the Van Nuys Boulevard/San Fernando Road intersection on the AVL or the implementation of the northern segment of the ESFV LRT.

The No-Build Scenario would perform the worst for most travelers, due to the missing rail service gap along the San Fernando Road Shared ROW corridor, less frequency of the Metrolink AVL, and the lack of a transfer point between Metrolink AVL and Metro ESFV LRT.

The Full-Build LRT Scenarios (both 1a and 1b) would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project.

The O-D travel time analysis concludes that the ESFV IOS Metrolink Station Scenarios (2a and 2b) would mainly benefit regional travel in the following directions:

- Between Central LA and the Van Nuys Boulevard Corridor, where the southern segment of the ESFV LRT would be built
- Between Northern Los Angeles County and West San Fernando Valley
- Between Northern Los Angeles County and South San Fernando Valley
- Between Northern Los Angeles County and Van Nuys Boulevard Corridor

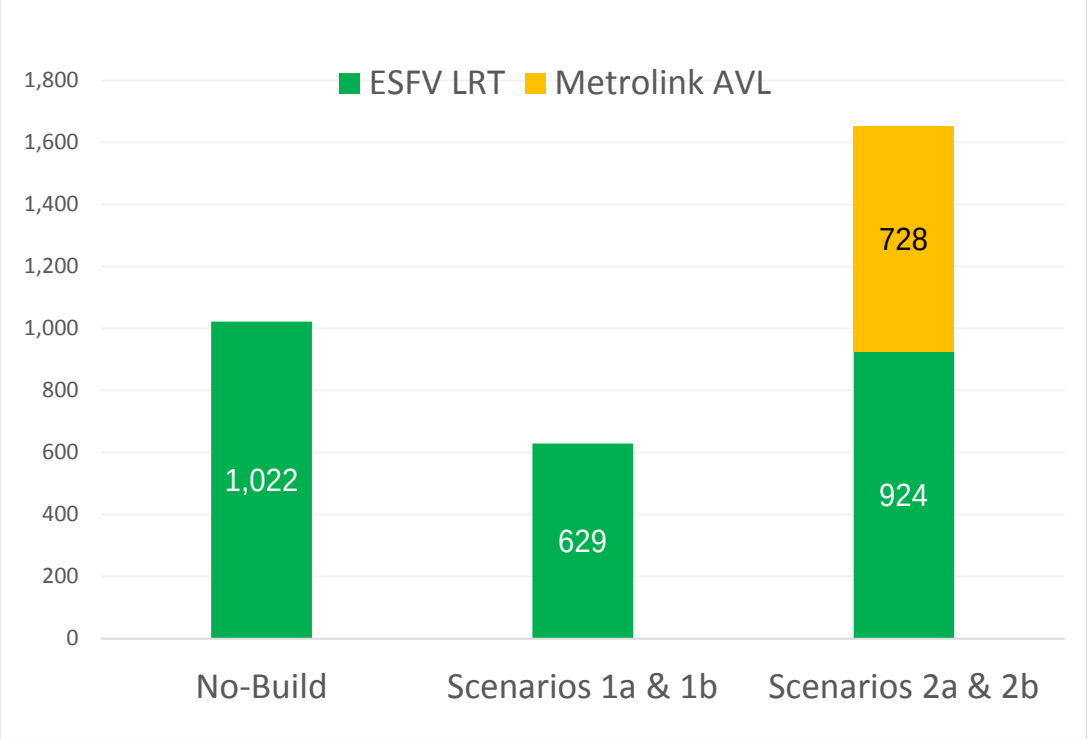
The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide an easy transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders.

4.2 RIDERSHIP FORECASTING

Under the ESFV IOS Metrolink Station Scenarios (2a and 2b), the Metrolink infill station along the AVL at the southeast corner at the intersection of Van Nuys Boulevard and San Fernando

Road is forecasted to generate daily boardings of approximately 730 on a typical weekday. The daily ridership at the Van Nuys/San Fernando ESFV LRT Station is forecasted to be around 920, an increase of about 300 from the Full-Build LRT Scenario and 180 more than the No-Build Scenario (see Chart 4-1).

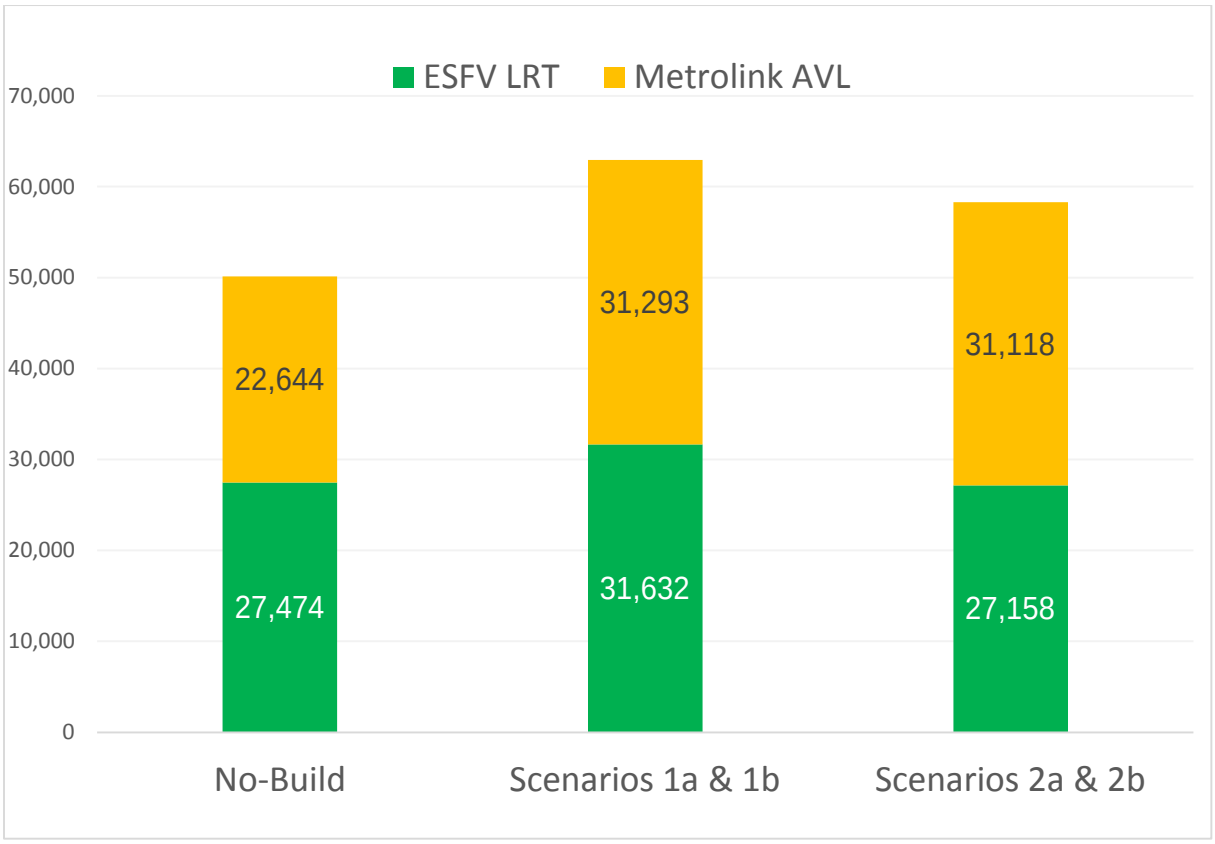
Chart 4-1: Estimated Future (2040) Typical Weekday Daily Ridership at Van Nuys/San Fernando



Under Scenarios 1a and 1b, the daily boarding on the ESFV LRT line is forecasted to be approximately 31,600, which is 4,150 more than the No-Build Scenario. However, the average boardings on the three stations in the northern segment would be approximately 1,600, which is much lower than the average boardings on the 11 stations in the southern segment, which is forecasted to be approximately 2,400. The forecasted ridership on the entire Metrolink AVL would increase to nearly 31,300 from approximately 22,600 in No-Build. This is mainly because of the enhanced service frequency of the AVL in the peak and off-peak periods.

The forecasted ridership on the entire ESFV LRT Line does not change much from No-Build to Scenarios 2a and 2b (see Chart 4-2). Although the infill Metrolink Station would connect the light rail line with AVL, the frequency enhancement would also make AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles). Therefore, the ridership on the ESFV LRT would not necessarily increase from No-Build to Scenarios 2a and 2b. The daily ridership for the entire AVL is estimated to be approximately 31,100 under Scenarios 2a and 2b.

Chart 4-2: Estimated Future (2040) Typical Weekday Daily Ridership on ESFV LRT and AVL



As summarized in Table 4-1, there would be a total of nearly 1,915,000 transit trips in the entire transit system in Southern California on a typical weekday in the No-Build Scenario. The total transit trips would increase to approximately 1,924,600 under Scenarios 1a and 1b, which would be about 9,600 new transit trips compared with the No-Build Scenario. Scenarios 2a and 2b would have approximately 6,500 new transit trips compared with the No-Build Scenario. These new transit trips would be shifted from driving or non-vehicular modes with enhanced transit services brought by the AVL and the ESFV LRT improvements.

Table 4-1: Systemwide Transit Trips Summary

Scenario	Total Transit Trips	New Transit Trips (compared with No-Build)
No-Build	1,914,986	-
Scenarios 1a and 1b	1,924,626	9,640
Scenarios 2a and 2b	1,921,507	6,521

4.3 QUALITY OF MULTI-MODAL CONNECTIVITY

The quality of multi-modal connectivity was evaluated by assessing each scenario's level of connectivity with transit services, the frequency of those services, and the type of services whether they provide regional or local connections. The quality of transfer conditions and impacts to surrounding existing bicycle lanes and facilities was also considered. A summary of this analysis is shown in Table 4-2.

Table 4-2: Transit & Multimodal Connectivity Summary

Criteria	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESV IOS Metrolink Station	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: With Island Platform	2b: With Side Platform
# of Connecting Services	18	23	23	19	19
Bus Connection Frequency (min) (peak/off-peak)	15 38	15 35	15 35	15 35	15 35
Impact to existing bike path along the Shared ROW	None	Impacted	Impacted	Impacted	Impacted
Quality of Transfer Conditions	No elevation changes	Fewer elevation changes	More elevation changes	No elevation changes	No elevation changes
Regional Connectivity (Metrolink connections)	VCL	VCL, AVL	VCL, AVL	VCL, AVL	VCL, AVL

Note: 1= top number=peak period, bottom number =off-peak period.

The No-Build Scenario would provide no transfer between the ESFV LRT and the Metrolink AVL. Under the Full-Build LRT Scenarios 1a and 1b, riders would be able to transfer between the ESFV LRT and the Metrolink AVL at the Sylmar/San Fernando Station. Scenario 1a would result in fewer elevation changes at the Maclay Station for passengers to access, however, there would be wider at-grade crossings with four tracks (two LRT and two AVL/UPRR) at the Maclay Avenue and Brand Boulevard crossings. In contrast, under Scenario 1b, passengers would need to go upstairs to access the Maclay Station while the at-grade crossings would be narrower with two AVL/UPRR tracks at the Maclay Avenue and Brand Boulevard crossings.

In the ESFV IOS scenarios (2a and 2b), a transfer could be made between the ESFV LRT and the Metrolink AVL at the Van Nuys Boulevard/San Fernando Road intersection. The total transfer walk time would be between two to four minutes, depending on whether the pedestrianwill encounter a green or red light at the intersection. Under Scenario 2a ESFV IOS Metrolink Station, Island Platform, riders would need to walk across one railroad track to access the location of the Metrolink infill station but would not be required to cross any LRT tracks (see Figure 4-1).

Under Scenario 2b ESFV IOS Metrolink Station, Side Platforms, riders would need to cross two railroad tracks if traveling northbound and zero railroad tracks if traveling southbound to reach the Metrolink station platform. Clear wayfinding would be needed to support riders in choosing the correct platform. This scenario would not require transit riders to cross any LRT tracks at the Van Nuys Boulevard/San Fernando Road intersection.

Figure 4-1: ESFV LRT Station at Van Nuys Blvd./San Fernando Rd. Intersection, Scenario 2a

Source: Mott MacDonald, 2024

5 IMPACT ANALYSIS

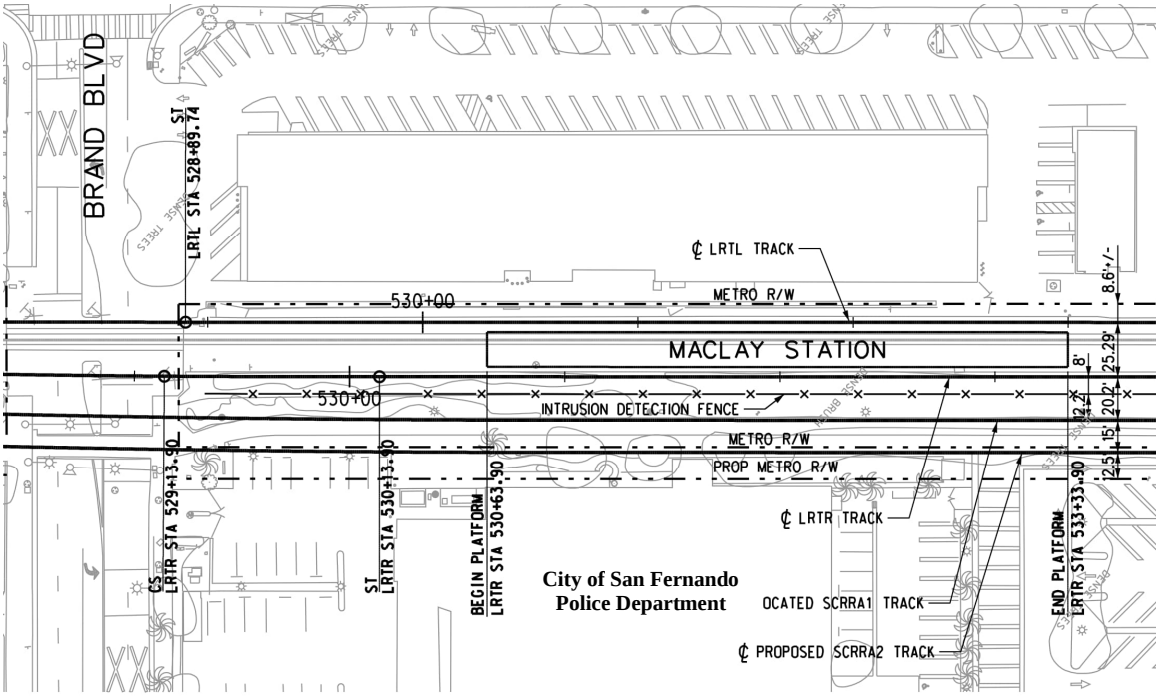
Five types of impacts were assessed for the Full-Build LRT and ESFV IOS Metrolink Station scenarios: right-of-way (ROW), utility, existing bicycle network, traffic, and parking.

5.1 RIGHT-OF-WAY (ROW) IMPACTS

The ROW impacts under Scenarios 1a and 1b would be mainly between Jessie/Wolfskill Street and Maclay Avenue, the narrowest portion of the shared ROW corridor. There would also be some ROW impacts on the parcels near the Hubbard Avenue crossing and the existing Sylmar/San Fernando Metrolink Station.

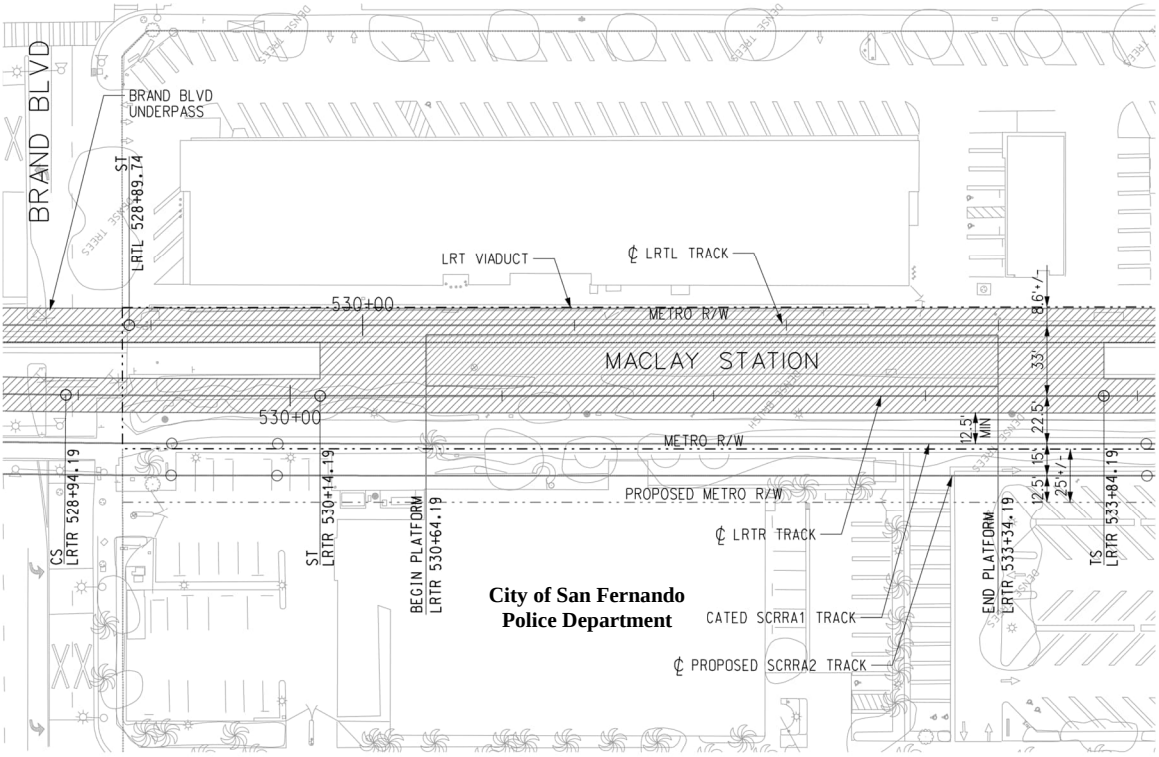
Specific to Scenario 1a, the second AVL/UPRR track would not impact the San Fernando Police Department as it would be 16.5 feet away from the west side of the police station. As shown in Figure 5-1, a partial easement would be required as the new ROW line would impact the parcel but not the building.

Figure 5-1: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1a



Under Scenario 1b, the new ROW line would impact both the parcel and the building (see Figure 5-2). Therefore, it is assumed that a permanent full easement will be required, and the police station will need to be relocated.

Figure 5-2: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1b



The shared railroad ROW corridor would be able to accommodate two AVL/UPRR tracks under Scenarios 2a and 2b, without any Metro or Metrolink design criteria deviations/exceptions. However, some partial ROW take would be required for the relocated and new gate arms and signal equipment. Specific to Scenario 2b partial ROW takes would occur between Van Nuys Boulevard and Pierce Street to accommodate the new track and the two side platforms of the proposed infill station unless Metrolink design criteria deviations/exceptions are granted.

The permanent ROW impacts for the four Scenarios are summarized in Table 5-1. Scenario 1a would have the most partial parcel takes whereas Scenario 1b would have the most full parcel takes. Scenario 2a would have the least permanent ROW impacts among all the build scenarios.

Table 5-1: Permanent Right-of-Way (ROW) Impacts Summary

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Take	Partial Take	
No-Build Scenario	0	0	None.
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area;
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Boulevard and Pierce Street

5.2 UTILITY IMPACTS

In all the study scenarios, most of the existing wet and dry facilities may be protected including pipe encasement for the sanitary sewer lines with a few facilities needing further depth confirmation. In Scenarios 1a and 1b, most of the oil pipelines ranging from 8-36 inches in diameter will need to be relocated by their owner either prior to construction or during construction. This is a major and costly utility impact. In addition to the oil pipelines, under Scenario 1b, various telecommunication facilities would need to be removed and relocated.

5.3 IMPACTS ON THE EXISTING BICYCLE NETWORK

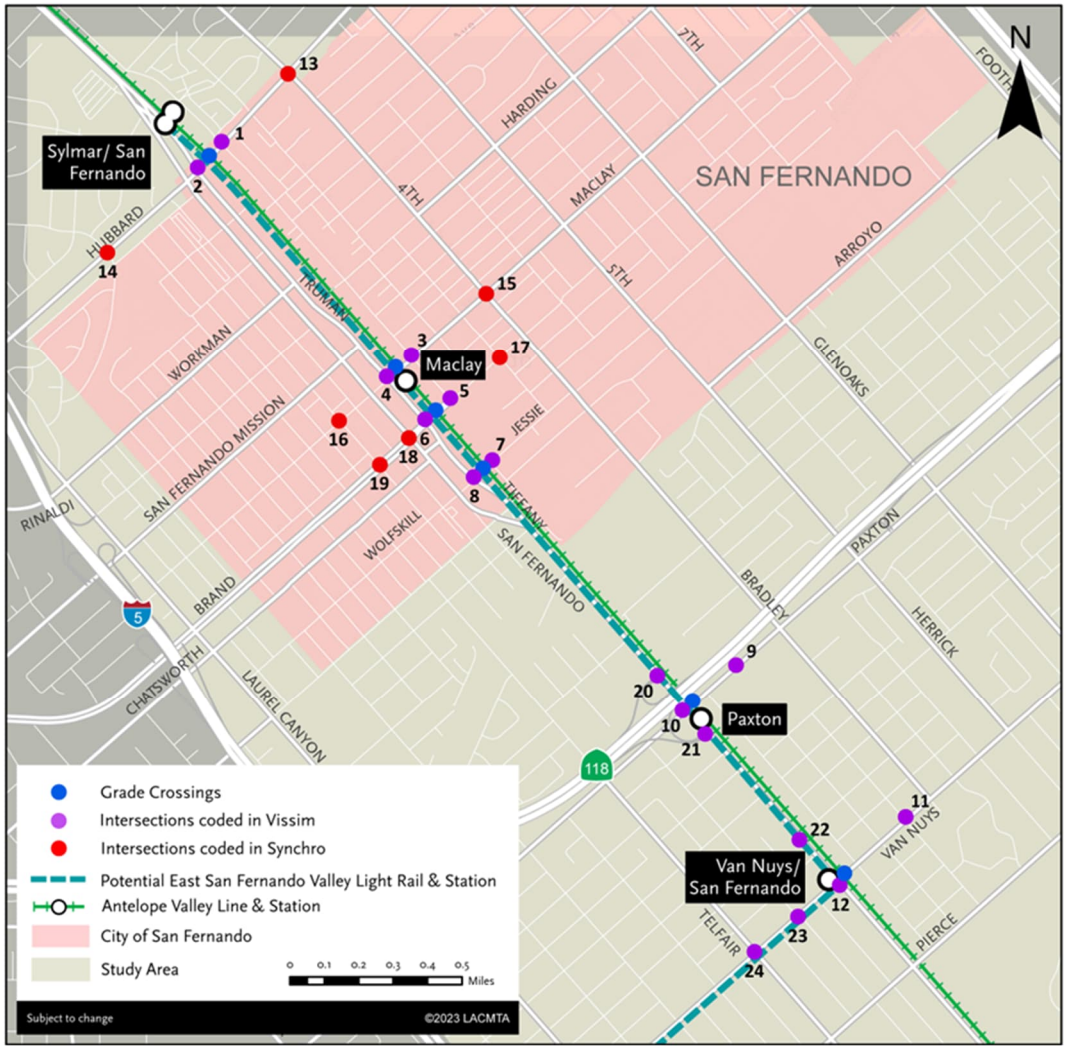
Scenarios 1a and 1b would have the greatest impact to existing bicycle networks in which the relocation of most of the Mission City Trail and the San Fernando Road Bike Path around the Hubbard Station would be needed.

Scenario 2a would have some impacts to the San Fernando Road Bike Path at Sylmar Metrolink Station for localized improvements while Scenario 2b would impact the San Fernando Road Bike Path around the Hubbard Station and the new infill Metrolink Station, as well as some stretches of the Mission City Trail.

5.4 TRAFFIC IMPACTS

A total of 24 study intersections along the study corridor are included in the traffic operational analysis. The locations of these intersections are shown in Figure 5-3.

Figure 5-3: Study Intersections for Traffic Operational Analysis



Source: Mott MacDonald, 2024

The level of service (LOS) values for the study intersections under the study scenarios are summarized in Table 5-2.

Table 5-2: Future Year 2040 Peak Hour Intersection LOS Summary

#	Intersection	No-Build		Scenario 1a		Scenario 1b		Scenario 2a		Scenario 2b	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Hubbard Ave & First St/Frank Modugno Dr	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
2	Hubbard Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
3	Maclay Ave & First St	**E**	C	**F**	**F**	**E**	C	**E**	C	**E**	C
4	Maclay Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
5	Brand Blvd & First St	B	B	D	**E**	B	B	B	B	B	B
6	Brand Blvd & Truman St	D	D	**F**	**F**	D	D	D	D	D	D
7	Jessie/Wolfskill St. & First St	**F**	**F**	**E**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
8	Wolfskill St & Truman St	B	B	D	D	B	B	B	B	B	B
9	Paxton St & Plaza Pacoima Dr	D	**E**	**E**	**F**	D	**E**	D	**E**	D	**E**
10	Paxton St & San Fernando Rd	**E**	**E**	**F**	**F**	**F**	**F**	**E**	**E**	**E**	**E**
11	Van Nuys Blvd & Pala Ave	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
12	Van Nuys Blvd & San Fernando Rd	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
13	Hubbard Ave & Fourth St	B	B	B	B	B	B	B	B	B	B
14	Hubbard Ave & Envoy St/Jackson Ave	B	A	B	A	B	A	B	A	B	A
15	Maclay Ave & Fourth St	C	D	C	B	C	D	C	D	C	D
16	Maclay Ave & Pico St	B	B	B	B	B	B	B	B	B	B
17	Brand Ave & Third St	B	B	B	B	B	B	B	B	B	B
18	Brand Ave & San Fernando Rd	A	B	A	B	A	B	A	B	A	B
19	Brand Ave & Pico St	B	B	B	B	B	B	B	B	B	B
20	San Fernando Rd & SR-118 WB on-off Ramp	D	D	**E**	D	D	D	D	D	D	D
21	San Fernando Rd & SR-118 EB on-off Ramp	B	D	**F**	**F**	B	D	B	D	B	D
22	San Fernando Rd & Pinney St	D	**F**	**F**	**F**	D	**F**	D	**F**	D	**F**
23A	Van Nuys Blvd & El Dorado St - North	A	A	A	A	A	A	A	A	A	A
23B	Van Nuys Blvd & El Dorado St - South	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
24A	Van Nuys Blvd & Telfair Ave - North	A	A	A	A	A	A	A	A	A	A
24B	Van Nuys Blvd & Telfair Ave - South	F	F	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**

Under Scenario 1a, the number of trains through the six at-grade crossings would increase to 25 in both directions during the AM and PM peak hours, including 20 LRT trains, four AVL trains, and one freight train. The intensive gate-down activities would cause significant disruption to the traffic flows at the crossing and other nearby streets. Half (12) of the 24 study intersections are projected to operate at a LOS value of F during both peak hours. Two intersections would operate at LOS values of F during either the AM or PM peak hour and an additional two intersections would operate at LOS value E during either the AM or PM peak hour.

Scenario 2a and 2b would have seven intersections operating at LOS values of E during one or both peak hours. Five intersections are estimated to operate at a LOS value of F during either the AM or PM peak hour. The traffic operations at the six crossings and the nearby intersections would only be disrupted by the AVL trains running through the shared ROW corridor.

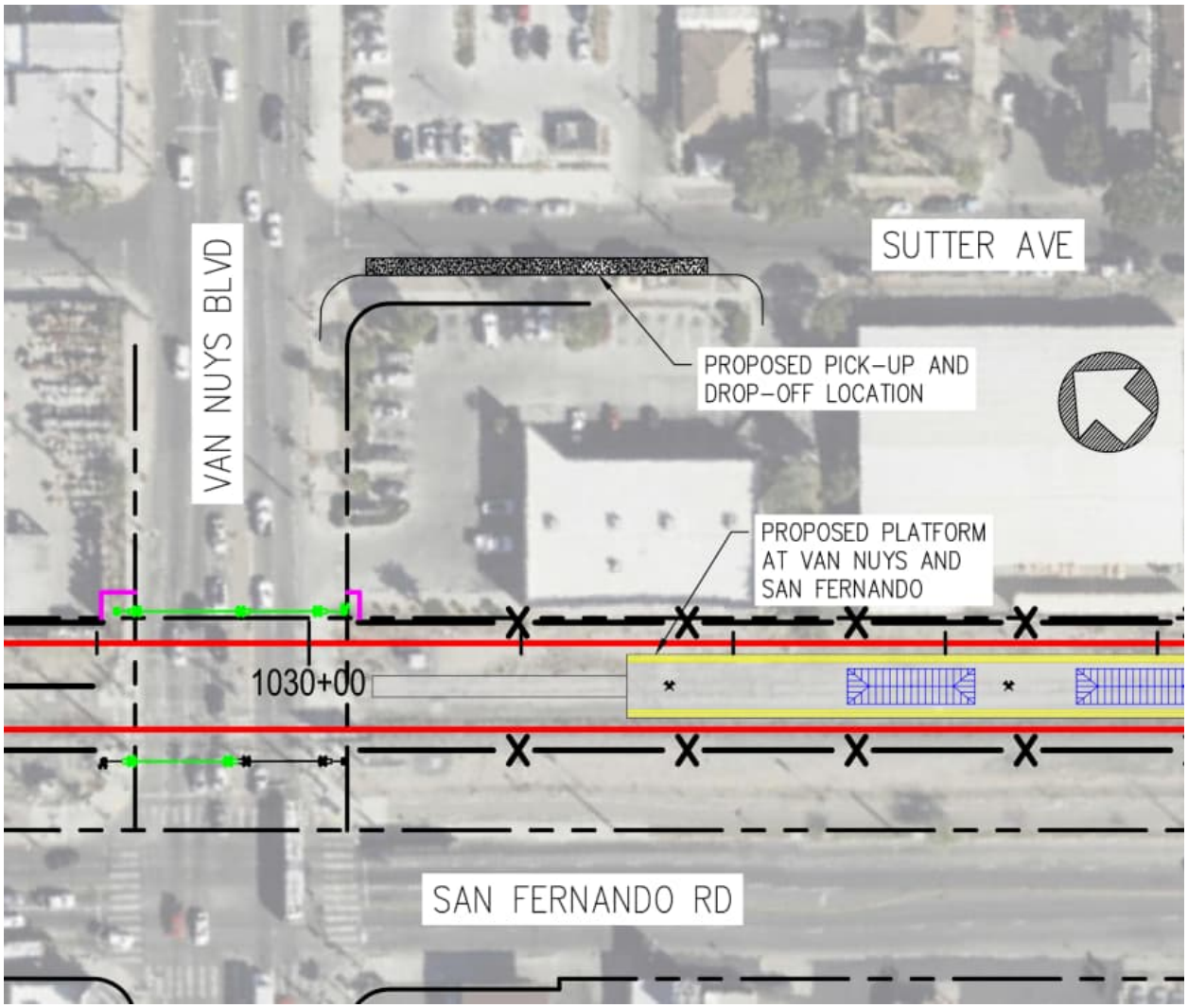
Under Scenario 1b Full-Build LRT Full Grade Separation Option, the traffic operational conditions for most study intersections would be similar to those under the ESFV IOS scenarios. This is because all the crossings would be grade-separated and the traffic operations would only be disrupted by the gate down activities when the four AVL trains and the one freight train approach the crossings during the peak hour, but not by the ESFV LRT trains. The lane geometry for intersection #10 - Paxton Street & San Fernando Road would be different. The northbound approach would have four lanes under the ESFV IOS scenarios and three lanes under Scenario 1b. In this case, this intersection would more likely operate at LOS F during the peak hours (as under Scenario 1a) instead of LOS E (as under the ESFV IOS scenarios).

5.5 PARKING IMPACTS

The No-Build Scenario would not have any parking impacts. Scenarios 1a and Scenario 1b would not impact any on-street parking along the study corridor. However, the Sylmar/San Fernando Metrolink Station adjacent to the new LRT station would require relocating nearly 20 accessible parking spaces. The total number of available parking spaces at the parking lot might be reduced after restriping the parking lot. Scenario 2a would not require the removal of accessible parking spaces at the Sylmar/San Fernando Metrolink Station. This differs from Scenario 2b which would require relocation of nearly 20 accessible parking spaces in the parking lot.

Under Scenarios 2a and 2b, up to eight on-street parking spaces on Sutter Street may be lost to provide a pickup and drop-off area for the new Metrolink infill station that would be added at the southeast corner of Van Nuys/San Fernando (see Figure 5-4). The No-Build Scenario, Scenarios 1a, and Scenario 1b would not have the Metrolink infill Station and therefore would not incur any parking impacts on Sutter Street.

Figure 5-4: Proposed Passenger Pick-Up and Drop-Off for Scenarios 2a and 2b



6 COST ESTIMATES

Planning-level capital cost estimates and Operations and Maintenance (O&M) costs were developed for all the study scenarios.

6.1 CAPITAL COST

The capital cost estimating methodology complies with the Federal Transit Administration (FTA) Standard Cost Categories (SCC) for major capital projects. This cost estimate was developed in a spreadsheet format that presents construction cost items and unit quantities which were sorted according to individual line items based on FTA SCC categories. To estimate project capital cost quantities, a breakdown of the 5% conceptual design elements was performed.

The cost estimate was developed using multiple resources, derived from historical bid data, price books, supplier quotes, completed projects, and information obtained from similar projects along the West Coast. In some cases, pricing was compared to other LA Metro projects. Unit prices used for this estimate are in current year dollars (Q4 2023) when the estimate was initially prepared. In addition to this, the estimator's professional judgment was used to allow for the specific type, location, size, and complexity. Unit prices were applied to the unit quantities identified for each cost item to produce an overall unit price for each element.

At this level of design, the level of confidence for cost estimate is an American Association of Cost Engineers (AACE) Class 5. The AACE guidance for the low range of a Class 5 estimate is -20% to -50%. The high range of a Class 5 estimate is recommended to be +30% to +100%. +50% was chosen for this estimate. Estimator opinion was used to create a static upper and lower limit. The 30% lower limit was chosen for the rare case of contingency being over-applied. On the high side, 50% was chosen because the confidence is there that the cost shouldn't double but based on material and labor trends cost could be 50% higher than the current estimate.

Contingencies have been applied to the cost estimates. After a discussion with Metro's capital cost estimation group, it was determined that the percentage values of hard construction cost used in this estimate are:

- 40 percent on FTA SCC categories 10 through 50 and 80
- 50 percent for FTA SCC categories 60
- 16 percent for FTA SCC categories 70
- 33 percent for professional service
- 10 percent for unallocated contingency

Table 6-1 summarizes the capital cost estimate ranges in 2023 dollars without escalation. The capital cost of Scenario 1a, Full-Build LRT Partial Grade Separation is estimated to be approximately $432 million to $926 million in 2023 dollars. Scenario 1b, Full-Build LRT Full Grade Separation is estimated to have the highest capital cost among all the proposed transit options at $561 million to $1.20 billion in 2023 dollars.

The capital cost for Scenario 2a, ESFV IOS Island Platform Metrolink Station is estimated to be approximately $71 to $153 million in 2023 dollars. The capital cost of Scenario 2b, ESFV IOS with Side Platforms Metrolink Station is estimated to be about 28.3 percent higher than that of Scenario 2a at $92 to $196 million. Whereas the No-Build scenario would incur zero capital costs because there would not be any capital improvements.

Table 6-1: Capital Cost Estimate Summary ($ millions) in 2023 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$432	$561	$71	$92
Class 5, 100% - Estimate of Probable Cost	$0	$618	$801	$102	$131
High Range (AACE: +30% to +100%) assumed +50%	$0	$926	$1,202	$153	$196

This cost estimate is validated in 2023 dollars, but total project costs have been presented in the base year and escalated to the proposed year of expenditure, 2038, the estimated midpoint of the construction. The actual anticipated start date has yet to be decided. To estimate the capital cost in the future year 2038, Engineering News-Record (ENR) Construction Cost Index (CCI) data nationwide average from 2013 to 2023 was compiled. The average rate (2013 to 2023) is 3.41 percent so it was decided to use 3.5 percent as a round number.

Table 6-2 summarizes the capital cost estimate ranges escalated to 2038 dollars. The highest cost for a scenario alternative belongs to Scenario 1b with a high range cost estimated to exceed $2 billion in 2038 dollars. This is significantly different from Scenario 2a in which high-cost range is estimated to be $256 million in 2038 dollars.

Table 6-2: Escalated Capital Cost Estimate Summary ($ millions) in 2038 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$724	$940	$120	$154
Class 5, 100% - Estimate of Probable Cost	$0	$1,035	$1,343	$171	$219
High Range (AACE: +30% to +100%) assumed +50%	$0	$1,552	$2,014	$256	$329

Table 6-3 summarizes the cost-effectiveness of all the build scenarios. Cost-effectiveness measures the incremental capital cost per new project trip compared with the No-Build scenario. Scenario 2a is estimated to have the best cost-effectiveness: the capital cost for each projected trip would be approximately $26.2 thousand in 2038 dollars. Scenario 1b would have the worst cost-effectiveness with $139.3 thousand per project trip.

Table 6-3: Cost-effectiveness (2038 dollars, millions)

Scenario	Incremental Capital Cost* Range in 2038 US Dollars (millions)	New Transit Trips**	Incremental Capital Cost per New Transit Trip (thousands)
1a: Full-Build LRT Partial Grade Separation	$1,034.5	9,640	$107
1b: Full-Build LRT Full Grade Separation	$1,342.5	9,640	$139
2a: ESFV IOS Metrolink Station, Island Platform	$170.9	6,521	$26
2b: ESFV IOS Metrolink Station, Side Platforms	$219.3	6,521	$34

Note*: The capital cost of each build scenario minus the capital cost of the No-Build Scenario, which is zero in this case
Note**: The number of transit trips in each build scenario minus the number of transit trips in the No-Build Scenario

6.2 OPERATIONS AND MAINTENANCE (O&M) COST

Data on Operations and Maintenance (O&M) costs for Metro LRT and Metrolink services were collected to develop a typical unit cost for each type of service. The primary data source for O&M costs is the National Transit Database (NTD), which collects information on the financial, operating, and asset conditions of transit systems.

To develop the O&M cost estimates, either the operating cost per vehicle revenue hour or cost per revenue mile could be used. Vehicle operations costs are typically linked with costs per revenue hour since vehicle maintenance is approximately proportional to how many hours vehicles are running. Vehicle maintenance costs are often linked with costs per revenue mile since vehicle maintenance is approximately proportional to how many miles the vehicles operate. For this study, costs were calculated using the unit cost per vehicle revenue hour to focus on the changes in operational parameters between each scenario.

The LRT service is based on operations for 21 hours per day, with seven of those hours operating peak period service headways (6 minutes) and 14 hours operating off-peak service headways (12 minutes) on weekdays. Peak period LRT trains would be comprised of 3-car sets and off-peak period LRT trains would be comprised of 2-car sets. The LRT weekend and holiday service is assumed to operate for 21 hours with 12 minutes headway throughout the day. Each LRT train would be composed of 2-car sets.

The No-Build Scenario assumes similar to the existing Metrolink AVL service on the single-tracked corridor. Future Metrolink AVL service is based on SCORE operations with 30-minute bidirectional service providing 36 round trips per weekday and current levels of weekend service with 12 round trips. Each train is comprised of one locomotive plus three coach cars for all trips.

For each scenario, it was assumed that of the 365 days per year, 255 of those days are weekdays and 110 days are weekend days or holidays.

A summary of the estimated O&M costs in 2022 dollars is shown in Table 6-4. The No-Build Scenario is estimated to have the lowest O&M Cost at approximately 73.9 million in 2022 dollars. Scenarios 1a and 1b are the costliest scenarios to operate due to providing the highest number of trains and thus the highest total annual revenue hours of service. The annual O&M cost is estimated to be approximately $90.5 million in 2022 dollars. The annual O&M cost for Scenarios 2a and 2b is estimated to be approximately $81.6 million in 2022 dollars.

Table 6-4: Annual O&M Cost Estimates by Scenario (2022 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$66.5	$7.4	$73.9
Scenario 1a	$77.1	$13.4	$90.5
Scenario 1b	$77.1	$13.4	$90.5
Scenario 2a	$66.5	$15.1	$81.6
Scenario 2b	$66.5	$15.1	$81.6

The costs developed in this study originate from 2022 unit costs and are initially presented in 2022 US dollars. Similar to the capital cost estimating methodology, an annual escalation rate of 3.5 percent was used to determine operating costs for 2040, the year of planned operations. The future year defined for the ESFVTC project under the environmental clearance phase was 2040. This annual growth rate was applied with compounding for 18 years to escalate costs from 2022 to 2040 dollars.

A summary of the O&M costs broken down by study scenario in 2040 dollars is shown in Table 6-5. The annual O&M cost for the No-Build Scenario is estimated to be approximately $137.3 million in 2040 dollars. The annual O&M cost for Scenarios 1a and 1b is estimated to be approximately $168.2 million in 2040 dollars. The annual O&M cost for Scenarios 2a and 2b are estimated to be approximately $151.6 million in 2040 dollars.

Table 6-5: Annual O&M Cost Estimates by Scenario (2040 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$123.5	$13.8	$137.3
Scenario 1a	$143.3	$24.9	$168.2
Scenario 1b	$143.3	$24.9	$168.2
Scenario 2a	$123.5	$28.1	$151.6
Scenario 2b	$123.5	$28.1	$151.6

7 ALTERNATIVE EVALUATION

The study scenarios were evaluated for transportation system benefits, operational compatibility, multi-modal connectivity, cost to build and operate, as well as impacts on ROW, utility, traffic, and parking.

7.1 EVALUATION CRITERIA AND PERFORMANCE MEASURES

Each scenario will be quantitatively and qualitatively evaluated against 19 criteria within the categories on a points system, with the more favorable scenarios receiving the most points. The following subsections describe how each scenario will be evaluated against the eight categories. The 19 criteria are shown in Table 7-1.

Table 7-1: Evaluation Criteria

No.	Category	Criteria	Score Range
1	Integration of Operations	Does the scenario preclude future freight or regional rail expansion?	0-1
2	Transit and Multimodal Connectivity	How many transit services does this scenario connect with?	0-2
3		What are the median peak and off-peak frequencies of connecting transit services?	Not Scored
4		Does the scenario impact the existing bike network?	0-2
5		What is the quality of the transfer conditions at the LRT/AVL stations based on the safety and comfort aspects of the surrounding walking environment and bicycle amenities?	0-2
6		Does the scenario enhance regional connectivity?	0-1
7	Safety	How many at-grade railway tracks do pedestrians need to walk across?	0-2
8		Is there an adequate storage length for gate spillback queuing?	0-1
9		Is there an adequate storage length for influence zone queuing?	0-1
10	Travel Time Savings and Ridership	Which scenario has the lowest median travel time of the representative O-D pairs?	0-2
11		Which scenario has the highest typical weekday ESFV LRT ridership for 2040?	0-2
12		Which scenario has the highest per ESFV LRT station ridership forecasted for 2040?	0-2
13		Which scenario has the highest typical weekday AVL ridership for 2040?	0-2
14		Which scenario has the highest systemwide total linked trips in Southern California?	0-2
15		Which scenario has the highest user benefits in hours on a typical weekday?	0-2
16	Capital and O&M Costs	Which scenario has the lowest capital cost estimate?	0-4

No.	Category	Criteria	Score Range
17		Which scenario has the lowest O&M cost estimate?	0-2
18	ROW Impacts	Which scenario has the least ROW impacts?	0-4
19	Traffic and Parking Considerations	In 2040, what will be the peak hour traffic operational conditions at key intersections in the study corridor?	0-2
20		Does the scenario impact the existing parking supply?	0-2
21	Equity Considerations	How many people living in EFC[1] tracts would benefit from a new LRT station within a 1/2-mile radius?	0-1

Note: [1]EFC = Equity Focus Communities

7.2 EVALUATION RESULTS

Based on the analysis, the top-performing scenario has been identified as Scenario 2a ESFV IOS Metrolink Station with an island platform. Scenario 2a provided competitive connectivity and ridership benefits when compared to the other scenarios, with lower estimated costs and impacts to ROW and future traffic volumes. The No-Build scenario would have no proposed changes to existing traffic patterns or ROW, but provided the least potential benefits to transit riders. Both Scenarios 1a and 1b received the lowest scores among all scenarios. While an extended ESFV LRT to Sylmar could reach more transit riders, the forecasted benefits in ridership and new transit trips added are comparable to other lower-cost scenarios.

The scoring calculated from the previous sections' criteria is summarized in Table 7-2.

[1] Equity Focused Community

Table 7-2: Summary of Scenario Scoring by Category

Category	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform Metrolink Station	2b: Side Platforms Metrolink Station
1. Integration of Operations	1	0	0	1	1
2. Transit and Multimodal Connectivity	4	3	3	4	4
3. Safety	3	0	3	2	2
4. Travel time Savings and Ridership	2	10	10	8	8
5. Capital and O&M Costs	6	1	0	4	3
6. Right-of-Way (ROW) Impacts	4	1	0	3	2
8. Traffic and Parking Considerations	4	0	1	3	2
9. Equity Considerations	0	1	1	0	0
Results	24	16	18	25	22

Notes: Category 7: Stakeholder preferences were not included in this table. The input provided by the City of San Fernando and SCRAA/Metrolink will not be scored as part of this analysis but is documented for further consideration.

8 INSTITUTIONAL STAKEHOLDER ENGAGEMENT

Stakeholders play a crucial role in this study as they provide diverse perspectives on the community, inform decision-makers, and gather future community support for the implementation of the preferred alternative. As this study is an extension of the ESFVTC Project, currently under construction, the stakeholders and communities were already involved in the previous planning study, conceptual engineering, and environmental clearance process. Therefore, Metro was fortunate to be working with stakeholders who are well-informed and have desires on how they would like to influence a future extension or connection to the ESFVTC Project.

The 2.5 miles of the shared ROW corridor directly links with three key stakeholders that were included in this study. This includes the City of Los Angeles (neighborhoods of Pacoima and Sylmar), the City of San Fernando, and Southern California Regional Rail Authority (SCRRA) which operates the Metrolink regional rail service. The following meetings and touchpoints were conducted to encourage interaction and input from these stakeholders:

- Southern California Regional Rail Authority (Metrolink)
  - April 2022 – Study kick-off meeting
  - August 2022 – Shared the Metro Milestone 1 analysis results
  - March 2023 – Refined the study scenarios for Milestone 2
  - February 2024 – Scenario refinement and results of grade crossing analysis
- City of San Fernando
  - May 2022 – Study kick-off and seek inputs on data collection and grade crossing analysis methodologies
  - July 2022 – Presented study overview to the City Council
  - September 2022 – Presented design plans to City staff
  - January 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - February 2024 – Scenario refinement and results grade crossing analysis
- City of Los Angeles
  - February 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - August 2023 – Presented study overview to Council District 7

Inputs from these stakeholder meetings allowed for refinements to various outputs of the study. Examples of these refinements included expanding the location and number of traffic counts, refinement of scenarios studied to meet the existing status with the ESFVTC project, and inclusion of two LRT grade separation alternative scenarios.

9 MAJOR FINDINGS

9.1 SUMMARY OF MAJOR FINDINGS OF THE STUDY SCENARIOS

The major findings of studying the four proposed scenarios are summarized as follows:

- All the study scenarios except for the No-Build scenario assume the completion of the SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station. The double tracking would support the safe operation of the AVL to improve to 30 minutes in both directions throughout the day. The design of the second track will minimize impacts on the existing single track. An infill Metrolink Station would be built near the intersection of Van Nuys Boulevard and San Fernando Road under Scenarios 2a and 2b.
- In Scenario 1a, the Full-Build LRT – Partial Grade Separation, the Paxton Street crossing is where the LRT tracks need to be grade separated. Therefore, a partial grade separation option with an underpass at the Paxton Street crossing is defined.
- In Scenario 1b, the Full-Build LRT – Full Grade Separation, the LRT tracks would be grade separated at all six grade crossings. The two AVL/UPRR tracks would remain at grade in both options.
- Scenario 1a would have the worst traffic operational conditions due to the frequent gate down activities by as many as 25 LRT, AVL, and freight trains during peak hours.
- Scenario 1b would have better and similar traffic operational conditions as Scenarios 2a and 2b because there would be only up to five AVL and freight trains per hour running through the shared ROW corridor. Both Scenario 1a and 1b would be significantly more expensive to build than Scenario 2a and Scenario 2b. The capital cost range for the two IOS scenarios would be between $120 to $329 million in 2038 dollars and the cost range for the two Full-Build LRT scenarios would be between $724 million to $2 billion to construct. Whereas the No-Build Scenario is not expected to incur any capital costs.
- Scenarios 1a and 1b would add approximately 4,800 boardings to the ESFV LRT on a typical weekday. However, the estimated average daily boardings on the three new stations in the San Fernando Road shared ROW corridor would be 1,600, which is much lower than the estimated 2,400 average daily boardings on the 11 stations along Van Nuys Boulevard.
- The average capital cost in 2038 dollars to generate each new transit trip going to or from San Fernando Valley is estimated to be $107 to $139 thousand for Scenarios 1a and 1b, $26.2 thousand for Scenario 2a, and $33.6 thousand for Scenario 2b.
- Scenarios 1a and 1b would have significantly more ROW impacts than Scenario 2a and 2b, mainly east of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave, which is the narrowest stretch of the shared ROW corridor. Furthermore, Scenario 1b would most likely have a full take of the parcel currently occupied by the City of San Fernando Police Department.
- In Scenarios 1a and 1b, most of the oil pipeline ranging from 8” to 36” in diameter will need to be relocated by its owner either prior to construction or during construction. This is a major and costly utility impact.

- Scenarios 1a and 1b would have a greater impact to existing bike infrastructure networks where the realignment or relocation of most of the Mission City Trail would be needed.
- Scenario 2b would have similar benefits as Scenario 2a in terms of providing a transfer between AVL and ESFV LRT and saving travel time for long-distance riders going to and from East San Fernando Valley. However, the capital cost and ROW impacts of Scenario 2b would be much more than Scenario 2a.

March – July 2025

Outreach Summary Report

Prepared by

Metro

arellano associates

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Appendix E– Public Participation and Comments

I. Overview

In December 2020, the Metro Board approved the Final Environmental Impact Statement (FEIS) and Final Environmental Impact Report (FEIR) for the East San Fernando Valley Light Rail Transit (ESFV LRT) project. This milestone advanced construction on the southern 6.7-mile stretch along Van Nuys Boulevard, while highlighting the need for further evaluation of the northern 2.5-mile segment that runs along the Antelope Valley Line (AVL) shared right-of-way (ROW). Concerns raised by the City of San Fernando, the Southern California Regional Rail Authority (Metrolink), and other key stakeholders prompted Metro to launch additional studies. These studies focus on issues related to safety, traffic, noise, and operational impacts within the shared ROW. The analysis is particularly important given upcoming projects like the Brighton to Roxford Double-Track and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, both of which are expected to increase train frequency and activity in the corridor.

The East San Fernando Valley Shared ROW Study (Study) is evaluating rail transit alternatives that provide additional service to the communities of Pacoima and Sylmar and the City of San Fernando along the 2.5-mile route. The alternatives (scenarios) under consideration include:

- **Light Rail Extension:** extending light rail service along the existing Metrolink railroad ROW with three (3) stations at Paxton, Maclay and Sylmar/San Fernando.
- **New Pacoima Metrolink Station:** adding a new Metrolink rail station at Van Nuys/San Fernando Rd, including a Mobility Hub. This hub is a convenient location where different types of transportation— like buses, trains, bikes, and ride-shares—come together to make it easier and more comfortable for people to get where they need to go. It would facilitate transfers for riders to connect from Metro's ESFV LRT to Metrolink.

The study also considers a range of mitigation strategies—such as grade separations—to address identified safety and operational issues.

II. Outreach Approach

The outreach team, in coordination with Metro, developed an equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the Study area falls under Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats where the community felt comfortable to participate. The team implemented an outreach approach that included traditional tools to engage the community, grassroots methods, and digital tools to reach the communities in this Study. A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78% of residents identify Spanish as their primary language, Pacoima at 76%, and Sylmar at 46%. As such, the outreach team implemented an English/Spanish bilingual program and ensured all project information was in Spanish and that Spanish speaking staff was available at all community activities. Additionally, a Spanish simultaneous interpreter was available at the community meetings.

The goal was to attain maximum public participation by optimizing access to engagement through the removal of barriers and the support of strategic local community partners. The outreach team and Metro received support in publicly sharing project information from local community groups, like Pacoima Beautiful and Metro's East San Fernando Valley Light Rail Transit (LRT) Community Leadership Council (CLC) which was formed to promote, foster, and advance community-based dialogue and opportunities arising from the project.

To maximize public participation and reduce barriers to engagement, the outreach team implemented a robust notification campaign, including flyers, door-to-door outreach, eblasts, Nextdoor posts, and earned media and a comprehensive, culturally responsive strategy in partnership with trusted local organizations. Stakeholder briefings and presentations were held to inform and involve key community leaders, while a series of bilingual "Conversaciones y Recursos" sessions and community meetings created safe, welcoming spaces for dialogue. Pop-up events at high-traffic locations further extended outreach, offering informal opportunities for residents to learn about the project. Surveys were distributed both digitally and in person to gather community input.

To amplify the local voices, community engagement opportunities were supported by groups like Pacoima Beautiful, El Nido Family Centers and Metro's East San Fernando Valley Light Rail Transit Community Leadership Council, which helped foster grassroots dialogue. Additionally, partnerships with the Los Angeles County Department of Public Social Services and Food Access Los Angeles enabled the distribution of boxes of fresh produce alongside project information, addressing both immediate food insecurity needs and long-term planning.

Below are some highlights of the engagement conducted for the ESFV ROW Study in Spring and Summer 2025, resulting in over 800 stakeholder engagements.

- Thirteen (13) stakeholder briefings and presentations, including two Spanish-only engagement
- Four (4) pop-ups at local community events
- Three (3) community meetings: an outdoor open house, one (1) virtual session and one (1) in-person
- One (1) presentation at the ESFV Light Rail Community Leadership Council meeting
- Electronic and print notification
- Survey campaign – electronic and print

Metro staff are reviewing all public feedback collected during the community engagement efforts. This input will inform staff's recommendations to the Board, which is expected to take action in Fall/Winter 2025 regarding the next steps in the corridor planning process.

III. Briefings and Presentations

Metro conducted a total of thirteen (13) briefings and presentations tailored for local representatives and key stakeholders throughout the corridor. These sessions were strategically scheduled both prior to and during the community engagement period to ensure ongoing communication and transparency. Each session offered a platform for Metro's team to present up-to-date Study information, explain project goals, and outline anticipated impacts on local communities. Stakeholders were also encouraged to share input on the project and engagement process. Feedback collected during these briefings directly informed the outreach approach, ensuring that the methods and materials used for broader public engagement were responsive, culturally appropriate, and aligned with community expectations.

The briefings and presentations played a pivotal role in cultivating trust and strengthening collaborative relationships between Metro, local organizations, and residents. This established a solid platform for robust community engagement throughout the corridor planning process. Notable examples of this outreach were two dedicated group briefings conducted entirely in Spanish for Pacoima Beautiful and El Nido Family Centers, established grassroots organizations known for their advocacy and service to the Pacoima community and surrounding neighborhoods. The briefing with Pacoima Beautiful centered on Metro's planning and implementation of major projects in the San Fernando Valley, with a focus on the Sepulveda Transit Corridor and the ESFV ROW Study. The briefing was conducted entirely in Spanish to a group of approximately 30 Spanish-speaking Pacoima Beautiful members, represented by Spanish-

speaking residents serving as community advocates who are deeply invested in local transportation and environmental issues. The El Nido briefing was conducted entirely in Spanish for approximately 30 Spanish-speaking stakeholders who advocate for equity in the San Fernando Valley. They learned about the ESFV ROW and had the opportunity to speak with staff on the ESFV LRT project. In both briefings, attendees were invited to ask questions and provide suggestions on how these projects can better address their community's needs. A brief survey—inclusive of the same survey questions featured at all engagement activities—was also issued to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.

Figure 1: Presentation at Pacoima Beautiful

The following table lists the key stakeholder briefings and presentations conducted as part of the outreach process, including the organizations reached and other corresponding details.

Table 1: Stakeholder Briefings and Presentations

No	Organization	Date
Leading up to the Community Engagement Activities (late April to mid-May 2025)		
1.	Elected Officials Briefings	Wed., 4/30/25
2.	Walking Tour/Van Nuys Bl with ESFV LRT Community Leadership Council	Wed., 4/30/25
3.	Board Staff Briefing	Fri., 5/2/25
4.	San Fernando City Council	Mon., 5/5/25
5.	Valley Industry & Commerce Association (VICA), Transportation Committee	Tue., 5/13/25
6.	Greater San Fernando Valley Chamber of Commerce	Wed., 5/14/25
Conducted During the Community Engagement Activities (mid-May to July 2025)		
7.	United Chambers of Commerce, Government Affairs Committee	Mon., 5/19/25
8.	Pacoima Beautiful	Fri., 5/30/25
9.	San Fernando Valley Council of Governments (SFVCOG), Transportation Committee	Mon., 6/2/25
10.	LA Metro San Fernando Valley Service Council Meeting	Wed., 6/4/25

No	Organization	Date
11.	El Nido Family Centers	Fri., 6/20/25
12.	San Fernando City Council	Mon., 7/7/25
13.	San Fernando Valley Council of Governments (SFVCOG), Board Meeting	Mon., 7/14/25

IV. Community Engagement Activities

Recognizing the importance of meaningful public input, the project team launched a series of nine (9) dedicated engagement activities designed to inform community members about the Study and its various scenarios, while providing ample opportunities for questions and feedback. Given the demographics of the corridor, Spanish-speaking staff attended all community meetings and pop-up events, and Spanish interpretation was provided for the virtual community meeting. These activities featured background on the study, scenarios considered, and key results, along with targeted questions and interactive activities. At each engagement activity, the team encouraged open dialogue, inviting residents to share their insights on how transit in their neighborhoods could be improved. This collaborative approach ensured that community voices played a central role in shaping the future of local transit.

The following table provides a detailed summary of the community engagement activities conducted as part of the outreach program conducted for the ESFV ROW Study from mid-May to June 2025. Details for each type of engagement activity are provided in the following sections.

Table 2: Community Engagement Activities

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
A. Pop-up Events					
1.	**Event #1 – San Fernando Senior Fair**	Fri., 5/16/25 8:30am – 1pm	San Fernando	> Survey questions	125
2.	**Event #2 – San Fernando Middle School Open House**	Thu., 5/22/25 5 – 7pm	San Fernando	> Survey questions	150
3.	**Event #3 – 20th Annual Celebrating Words Festival**	Sat., 5/31/25 2 – 7pm	Pacoima	> Survey questions	100
4.	**Event #4–Lopez Canyon Green Space & Dog Park Grand Opening**	Fri., 6/7/25 10am – 1pm	Sylmar	> Survey questions	65
Subtotal Participants					440
B. Community Meetings					
1.	**Outdoor Open House '*Conversaciones y Recursos*'** / Conversations and Resources	Fri., 5/30/25 8:30 – 10:30am	San Fernando Recreation Park 208 Park Av San Fernando, CA 91340	> 9 information stations > Survey questions > Food distribution	150

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
2.	**Community Meeting #1 (Virtual)**	Thu., 6/12/25 6 – 7pm	Zoom Link: bit.ly/ESFVROWMeeting Meeting ID: 837 9327 3049 Call-in: 213 338 8477 *Spanish call-in: 08.650.3123* *Access code: 293-234-253*	> Presentation > Question/Answer (Q&A) session > Survey questions > Spanish interpretation > Spanish call-in option	23
3.	**Community Meeting #2 (in-person)**	Sat., 6/14/25 10 – 11:30am	Alicia Broadous-Duncan Multipurpose Senior Center 1300 Glenoaks Bl Pacoima, CA 91331	> Open House segment > Information stations > Survey questions > Presentation, Q&A	7
				Subtotal Participants	180
C. LRT Construction Meetings					
1.	**ESFV Construction Meeting #1 (Virtual)**	Wed., 6/17/25 6 – 7:30pm	Virtual Meeting	Metro's Community Relations presented	38
2.	**ESFV Construction Meeting #2 (In person)**	Thu., 6/26/25 6 – 7:30pm	Mid Valley Family YMCA 6901 Lennox Av Los Angeles, CA 91405	Metro's Community Relations presented	18
Subtotal Participants					56
TOTAL PARTICIPANTS *(includes Stakeholder Briefings and Presentations)*					**746**

A. Pop-up Events

Approximately 440 local community members were engaged at four pop-up events (see Table 2) within the Study area, including two in San Fernando, one in Pacoima, and one in Sylmar. These events served to enhance project visibility and facilitate informed feedback from local community members. Attendees were provided with a project fact sheet and flyer describing engagement opportunities and were invited to subscribe for project updates. Documentation from the pop-up events including sign-in sheets, photographs, and post-event summaries, can be found in Appendix A.

Figure 2: Pop-up events in San Fernando and Sylmar

B. Outdoor Open House and Community Meetings

On May 30, 2025, Metro organized an innovative 'Conversaciones y Recursos' event at San Fernando Recreation Park, which included an outdoor community open house for the ESFV ROW Study and provided booths for various resource agencies. In partnership with the Los Angeles County Department of Public Social Services and Food Access Los Angeles, Metro facilitated the distribution of 200 boxes of produce, with Food Access Los Angeles contributing an additional 50 boxes, bringing the total to 250 boxes distributed to the community, where food insecurity is a pressing need. The event was attended by approximately 145 participants, about 90% of whom were Spanish-speaking. To foster a sense of belonging and strengthen community connection, a Lotería-inspired Discovery Pass was created to guide participants through each station. The event featured nine information stations representing Metro projects, City of San Fernando departments, and other resource agencies. Metro presented information regarding the ESFV ROW Study, ESFV Light Rail Transit Project, and Sepulveda Transit Corridor. Most of the information stations featured information on the ESFV ROW Study along with pointed survey questions—inclusive of the same questions featured at other engagement activities—to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.

Figure 3: Information Stations

Figure 4: Community engagement and fresh produce boxes

Key participants:

- Councilmember Patsy Ayala, City of Santa Clarita
- Redacted sign-in sheets that list stakeholders who participated at the meetings are available in Appendix E.

To broaden community participation, the project team held an online meeting on June 12, 2025, that included both a presentation and a Q&A session. The virtual meeting was attended by twenty-three (23) stakeholders who shared their perspectives and raised important questions.

Key participants:

- Office of Metro Board Director/LA County Supervisor L. Horvath – Dylan Sittig, Regional Planning Deputy
- Office of Metro Board Director/City of LA Councilmember Imelda Padilla – Lamont Cobb, Director of Planning & Land Use
- Office of Congresswoman Luz Rivas – Cynthia Becerra, Field Representative

- Neighborhood Legal Services of Los Angeles County (NLSLA) – Yvonne M. Jimenez, President/CEO
- Sylmar Neighborhood Council – Hiral Bhakta
- Van Nuys Neighborhood Council – Kathy Schreiner
- Metrolink – Roderick Diaz, Director of Planning and Development
- Media – KNX News 97.1 FM

An in-person community meeting was conducted in Pacoima on June 14, 2025, to provide Study information. The meeting featured a formal presentation with Q&A as well as an open house with information stations as well as survey boards with the same questions asked at all other engagement activities. There was a lower turnout with seven (7) stakeholders attending the meeting.

C. ESFV Light Rail Transit Construction Update Meetings

The ESFV ROW Study team delivered a presentation and answered questions during the ESFV LRT Construction Update Meetings on June 17 and 26, 2025. These meetings are held to provide updates on construction progress, community outreach, and business mitigation programs. The June 17 meeting was held on Zoom in a webinar format, with 38 participants in attendance. The June 26 meeting occurred in person at the Van Nuys Boys & Girls Club. The first hour featured an open house where attendees could learn about San Fernando projects and community resources, followed by a presentation focused on construction updates and resources.

Survey Activity

Four targeted survey questions were created to gather community input on improving transit in San Fernando, Pacoima, and Sylmar. These questions guided discussions and were displayed on boards for participants to respond using color dot stickers, as well as through an online form promoted via Metro's newsletters and project emails.

Through the engagement efforts and discussions, a total of 1,244 responses were submitted with the following key takeaways:

- When asked for the top 3 priorities for transportation improvements, a total of 357 responses were provided. A reduction in traffic was reported the highest at 28%; followed by 23% prioritizing safer pedestrian crossings and 19% prioritizing an increase in transit service. Overall, this reflects a community that values safety, connectivity and comfort.
- When asked to identify safety concerns, a total of 309 responses were provided with the highest reporting 42% for pedestrian crossings; followed by 18% for bicycle access; 18% for emergency vehicle access. Based on the responses and through verbal dialogue the community expressed a recurring priority for pedestrian safety.
- When asked about features that would make a mobility hub most ideal, 417 responses were received. The highest reported of 31% was to have safe pedestrian crossings; 17% for having comfortable seating and shade; and 17% having real time arrival information.
- When asked the likeliness of using a mobility hub, 161 respondents were submitted with 58% reporting they would very likely use a mobility hub and 18% indicating they would somewhat likely use it. Based on the responses there’s strong support for a mobility hub.

The survey results by engagement activity are available in Appendix B. The following table indicates the questions featured on the survey activity.

Table 3: Survey Questions

No	Question	Options
1.	What are your top 3 priorities for transportation improvements in your neighborhood?	a. Increased transit service b. Reduced traffic congestion c. Safer pedestrian crossings d. Better bicycle infrastructure e. Less noise or vibration from rail f. Improved connections between different types of transit g. Other: _____
2.	What are your main safety concerns near along the San Fernando rail corridor? Select all that apply.	a. Pedestrian crossings b. Bicycle access c. Vehicle congestion d. Train noise e. Emergency vehicle access f. None
3.	What features would make a mobility hub most useful to you? *Select all that apply*	a. Safe pedestrian crossings b. Secure bike storage c. Comfortable seating and shade d. Retail or food options e. Real-time arrival info f. Access to micro-mobility options (e.g., scooters, shared bikes) g. Other
4.	How likely are you to use a mobility hub that includes connections to buses, light rail, bikeways, and pedestrian routes?	a. Very likely b. Somewhat likely c. Not sure d. Unlikely

V. Public Notification

To ensure effective community engagement and timely dissemination of information, the outreach team worked in close collaboration with Metro's Community Relations and Strategy and Programming (S&P) departments. By utilizing Salesforce as a central platform, they were able to track outreach tasks, monitor progress, and streamline communication among all involved parties. This coordinated approach enabled the team to efficiently distribute materials and updates through Metro's various channels, ensuring that important information reached a broad and diverse audience. The combined efforts of these departments not only facilitated comprehensive outreach but also allowed for more targeted and responsive communication with stakeholders, supporting the overarching goals of transparency and inclusivity throughout the engagement process. The complete materials used during the notification process are available in Appendix C.

A. Database (Project Campaign List)

To ensure comprehensive communication regarding the ESFV LRT project, Metro gathered a wide range of stakeholder information from Salesforce for a total of 2,629 contacts. This contact list served as the foundation for distributing project notifications and keeping stakeholders informed throughout the process. Outreach efforts included targeted communications and engagement opportunities, such as pop-up events and digital campaigns, aimed at increasing awareness and participation. As a result of these initiatives, 82 individuals subscribed to receive Study updates, reflecting effective engagement

strategies and growing interest in the Study's progress. The full redacted list of new sign-in sheets are available in Appendix C and are active on Salesforce.

B. Meeting Flyer

The outreach team, in collaboration with Metro's S&P, developed an 8.5"x11" bilingual (English and Spanish) flyer to help support the notification campaign. This flyer provided information about '*Conversaciones y Recursos'* as well as community meetings, including dates, locations, times, and relevant project contact details. Furthermore, the City of San Fernando and the Los Angeles County Department of Public Social Services produced additional flyers to promote the ESFV ROW Study engagement activities.

C. Door-to-door Distribution

Printed Metro-branded flyers were distributed door-to-door by a vendor (The Walking Man) to the following targeted areas along the project corridor:

- City of San Fernando – over 7,500 properties received Metro's flyer and a second flyer developed by the City of San Fernando.
- Over 1,500 properties in the following areas received the Metro-branded flyer.
    - Sylmar/San Fernando Metrolink Station – ¼-mile buffer
    - City of Los Angeles – 500 ft buffer along the project corridor
    - Proposed Pacoima Mobility Hub – ¼ mile buffer
- An additional 500 flyers were distributed through the four (4) pop-up events.

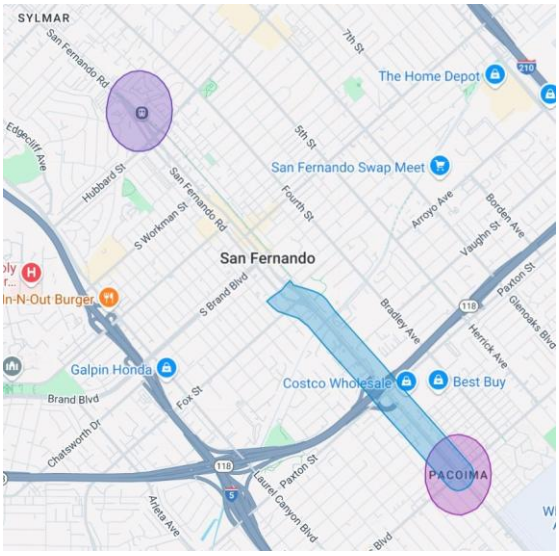

Figure 5: Distribution Map

D. Eblasts

In coordination with Metro's Community Relations, the outreach team prepared content from the meeting flyer to send eblasts through Metro's Salesforce. The eblasts were distributed via direct project campaign list (database contacts), Metro's monthly newsletter and Friday regional newsletters. The eblasts were sent in English and Spanish.

Table 4: Eblast Schedule

No	Date	Sent	Campaign
1.	Community Meeting Announcement	Tue., 5/20/25	Monthly newsletter
2.	Community Meeting Announcement	Thu., 5/22/25	Project campaign list
3.	Community Meeting Reminder #1	Wed., 5/28/25	Project campaign list
4.	Community Meeting Reminder #1	Fri., 6/6/25	Friday Regional newsletter
5.	Community Meeting Reminder #2	Wed., 6/11/25	Project campaign list
6.	Community Meeting Reminder #3	Fri., 6/13/25	Friday Regional newsletter

E. Nextdoor

Using Salesforce, AA coordinated to have Nextdoor posts to promote the *Conversaciones y Recursos* event and community meetings. A total of three (3) posts were made on May 28, June 6 and June 11, 2025.

F. Earned Media

The project received media coverage regarding the '*Conversaciones y Recursos'* event and community meetings through social media and The San Fernando Valley Sun. The following table provides an overview of the earned media. Copies of each of these articles is available in Appendix C.

Table 5: Earned Media

No.	Source	Type	Title	Date
1.	The San Fernando Valley Sun	Article	Metro Wants Community Input on the East San Fernando Valley Light Rail Northern Segment	Wed., 5/14/25
2.	L.A. County Department of Public Social Services	Facebook post & newsletter		Tue., 5/20/25
3.	Sylmar Neighborhood Council	Newsletter	Join us on May 30, June 12 and June 14 to discuss how we can improve transit in your area.	Tue., 5/27/25
4.	The San Fernando Valley Sun	Article	Residents Learn More About Metro Projects Impacting the Northeast Valley	Wed., 6/4/25

VI. Community Meeting Materials

Several meeting materials were produced by the outreach team, in coordination with Metro Community Relations and S&P, to facilitate the meeting and comments from stakeholders. All meeting materials produced for this meeting series are available in Appendix D.

The materials listed below were created and distributed during these activities:

Table 6: Materials

Materials	Featured information	Meeting/Event
1. Collateral		
Fact sheet	> Provided short information on the Study's background, current goal. > Featured information on the alternatives (scenarios) > Map > Contact	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
2. 'Conversaciones y Recursos' Stations		
Station 1: ESFV Light Rail Construction	> Information on construction project, work notices and sign-ups	> *'Conversaciones y Recursos'*
Station 2: ESFV ROW Overview		
Station 3: Scenario Comparison		

Materials	Featured information	Meeting/Event
Station 4: Pacoima Mobility Hub Concept	> Provided information on the Study's background, current goal. > Featured information on the alternatives (scenarios)	
Station 5: Metro in the Valley and Sepulveda Transit Corridor	> Information on projects in the Valley	
Station 6: City of San Fernando – Recreation and Community Services Dept. and Business & Community Resource Ctr.	> Information on city resources	
Station 7: Food Access Los Angeles	> Information on county resources	
Station 8: Metro LIFE Program	> Information on Metro's current fares, discounts	
Station 9: DPSS Sign-ups	> Information on county resources	
Food distribution	> Provided boxed food as attendees left the event	
3. Display Boards		
ESFV Shared Right-of-Way (ROW) – Overview	> Featured information on the Study, alternatives (scenarios)	> All pop-up events (4) > *'Conversaciones y Recursos'* > *Virtual* Community meeting
Scenarios Studied		
Scenario 1: Full-Build Light Rail Transit		
Scenario 2: ESFV Light Rail to San Fernando Rd with New Metrolink Station		
Study Scenario Characteristics & Assumptions		
Potential New Pacoima Metrolink Station & Mobility Hub		
Scenario 2: Connection to ESFV LRT Station		
Safety Mitigation Measures		
4. Activity Board (as shown above)		
Four (4) questions	> An opportunity to understand community members' safety concerns and transportation priorities	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
5. Presentation		
English and Spanish presentation	> Slides with Study information, graphics to display alternatives (scenarios)	> *'Conversaciones y Recursos'* > Community meetings
6. Comment cards		

Materials	Featured information	Meeting/Event
English and Spanish comment cards	> Comment card with mail-in option for community members to provide additional comments or questions	> *'Conversaciones y Recursos'* > Community meetings > All pop-up events (4)

VII. Summary of Public Comments

As mentioned earlier, the stakeholder briefings and presentations, *'Conversaciones y Recursos'*, two (2) community meetings and four (4) pop-up events resulted in a total of 746 participants. Through the engagement, the community indicated the pros and cons of both scenarios. The community is receptive to having the full build out of the light rail transit in their area, however there are concerns over safety and impacts especially during construction. A majority of the community also expressed knowledge of LRT due to the construction of the southern segment. With both scenarios, the key takeaway from the engagement is the community wants to see improvements in their neighborhood as they currently face too much traffic and safety issues for both pedestrians and vehicles.

The table below summarizes the comment themes received at each of the meetings. Comments and questions were submitted via comment cards or during the Q&A session of the virtual community meeting. Redacted versions of the comment cards can be found in Appendix E.

Table 7: Summary of Public Comments

Meeting	Topics
Scenario 1	> **Amenities** • Recommendation to build community gardens using surplus land along the ROW > **Funding** • Concerns over scenario being too expensive > **Impacts** • Concerns during construction and safety > **Local infrastructure improvements** • Recommendation to install a series of pedestrian bridges along San Fernando Rd, at Lazard St, Workman St, Fox St and Vaughn St to connect the community separated by the Metrolink tracks > **New stations** • Interest and desire for Metro LRT stations along SF Rd • Desire to use new LRT stations over a personal vehicle > **Property acquisitions** • Concerns over potential property acquisitions, especially businesses, church on corner of San Fernando and Van Nuys > **Safety and homelessness** • Concerns over crime on the Metro system > **Traffic** • Concerns over the project creating more traffic on local roads
Scenario 2	> **Less Impacts** • Belief that negative impacts will be less compared to Scenario 1 > **Mobility Hub** • Desire for Mobility Hub and its amenities

Meeting	Topics
	• Interest in local street infrastructure improvements • What connectors, if any, would be available to bring residents who live between San Fernando and Glenoaks/Foothill to the mobility hub? • How would existing bike paths be integrated into the social hub? • Where would the bike lanes go, especially if lanes are being relocated? > **New Infill Metrolink Station** • Desire for a new station • Interest in traveling to Santa Clarita, Palmdale, and DTLA • Recommendation to build a grade-separated Metrolink station at Van Nuys Bl/San Fernando Rd • Greater disruption and feels unsafe
Other	> Metro to focus on addressing current safety issues on buses before introducing additional projects that bring in new concerns > **LRT/ROW Study Alignment** • Recommendation to reroute LRT along Van Nuys Bl more north from San Fernando Rd to Foothill Bl • Recommendation to build a grade-separated Metro station at Van Nuys Bl/San Fernando Rd

VIII. Next Steps

Metro will conduct a comprehensive review of the feedback collected through various engagement channels, including briefings, public presentations, community meetings, pop-up events, and survey participation. All insights and perspectives shared by residents, stakeholders, and community organizations will play a pivotal role in shaping the next phase of planning. This community input will be meticulously analyzed and used to guide staff recommendations, which are scheduled to be presented to the Metro Board of Directors in Fall/Winter 2025. The upcoming Board decision, informed by these recommendations, will determine the subsequent steps for planning and developing the corridor, ensuring that the voices of the community are central to the future direction of the Project.

WALKER CONSULTANTS

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Metro®

EAST SAN FERNANDO VALLEY
INTERIM TERMINUS PARKING ANALYSIS

NOVEMBER 2024

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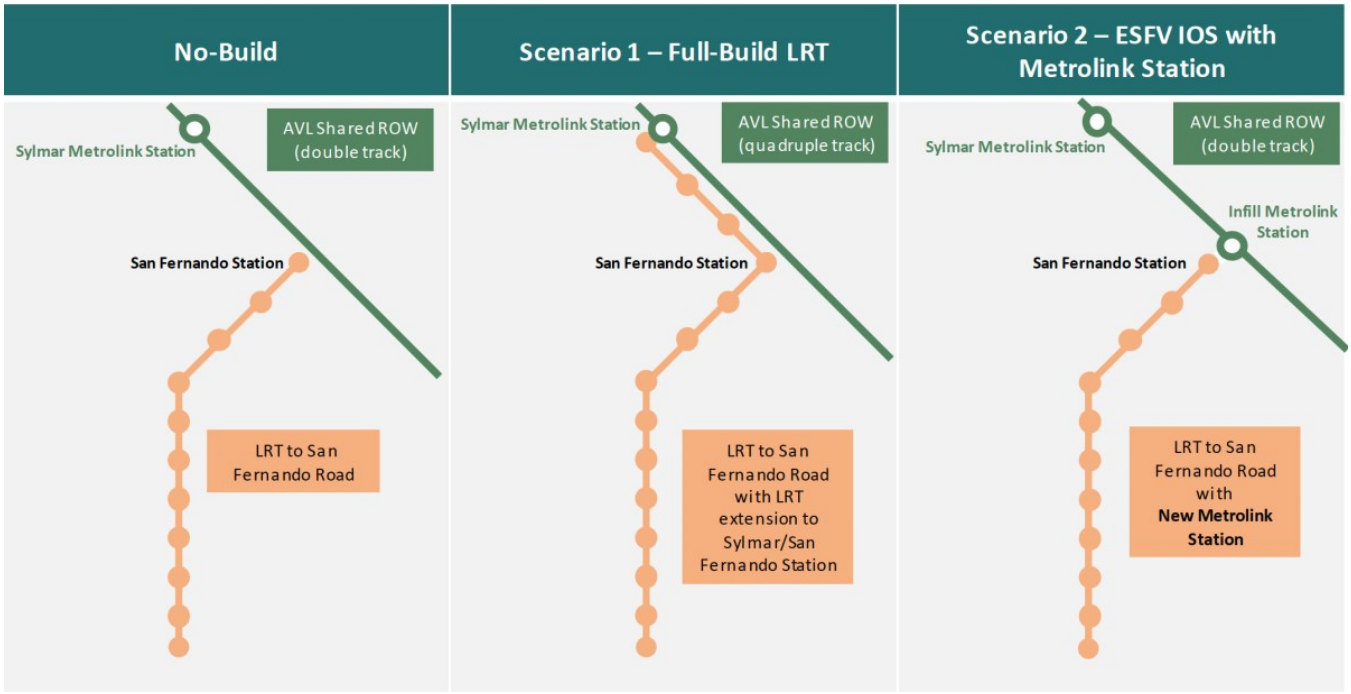
01 Executive Summary

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.



Source: LA Metro

Metro has engaged the Walker team to analyze the projected parking needs at the San Fernando Station for the No-Build Scenario and the ESFV IOS with Metrolink Station Scenario (Scenario 2) and to provide parking management recommendations that support local businesses and the surrounding community.

This analysis includes the following components:

- A review of the existing parking landscape near the planned San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

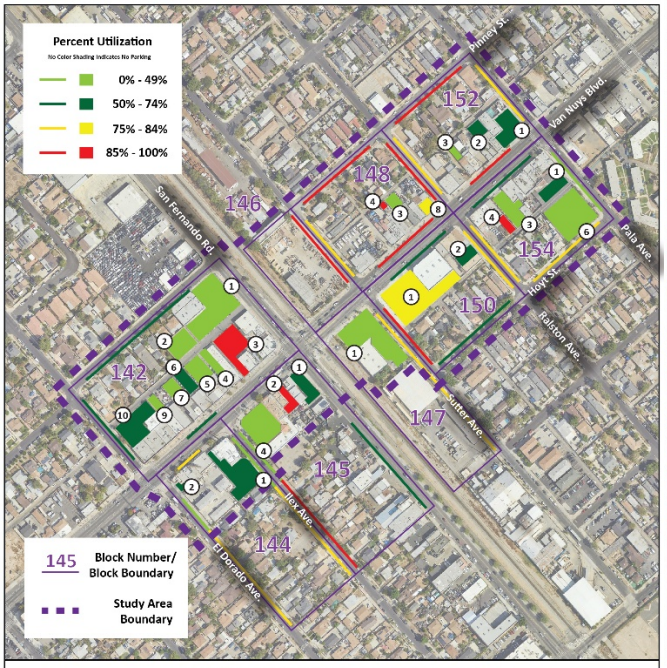
The Importance Of Managing Parking & Access

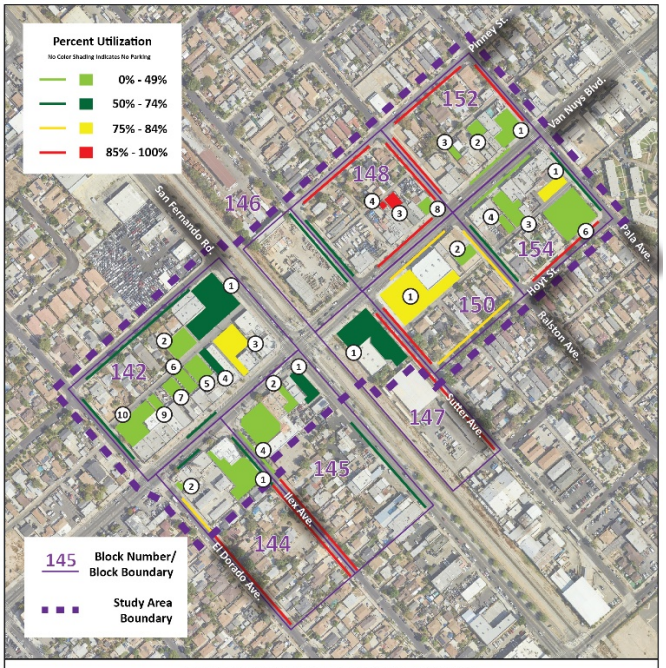
Metro wants to be part of the community as a mobility partner to ensure people and goods can move safely and efficiently throughout Los Angeles County and to assist cities with managing parking resources and access for the community. Active parking management can:

- Help distribute parking more effectively across parking resources.
- Promote equity for all users of an area's parking resources.
- Reduce vehicle congestion and excessive vehicle circulation.
- Improve the experience for all travel options by ensuring appropriate accommodation for each travel choice.
- Advance goals for reducing the use of single-occupancy vehicles in favor of other transportation choices (called transportation demand management, or TDM)

Existing Conditions

There are 310 on-street parking spaces and 523 private off-street parking spaces in the analysis area around the interim terminus Station. At peak times on the seven days (7) of data collection, the area's parking was utilized 50-55 percent overall. On-street parking was more highly utilized (80-90 percent occupancy during peak periods) than private off-street parking (approximately 40 percent occupied during peak periods). **There were hundreds of available parking spaces near the planned Station at peak times.**





Transit Parking Demand Projections

Utilizing Metro's Parking Demand Model, adjusted for post-COVID parking demand patterns seen at other Metro Stations, and stabilized opening year ridership projection, the following transit rider parking demand is projected at the interim terminus Station:

The analysis started with forecast year 2040 daily boardings projections at the Station, provided by Metro, and made adjustments to account for the following:

- Reduced forecast year 2040 boardings to 'stabilized opening year' boardings based on a comparison of projected boardings to actual boardings at the most recently completed Metro facilities (Gold Line 2A Extension and K-Line).
- Adjusted the projected percentage of daily boardings that occur before 10 a.m. to reflect actual Metro boarding data across the system.
- Adjusted the Parking Demand Model output to reflect post-COVID parking demand patterns at other terminus stations such as Norwalk and APU/Citrus.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

Parking Management Recommendations

The Walker team recommends implementing parking management strategies to manage parking demand around the Station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities for transit patrons.

- Recommendation 1: Create a mobility hub at the interim terminus Station.
- Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.
- Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.
- Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.
- Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. Agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

02 Existing Conditions

EXISTING CONDITIONS

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.

This analysis includes the following components:

- A review of the existing parking landscape near the planned Van Nuys/San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the Van Nuys/San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

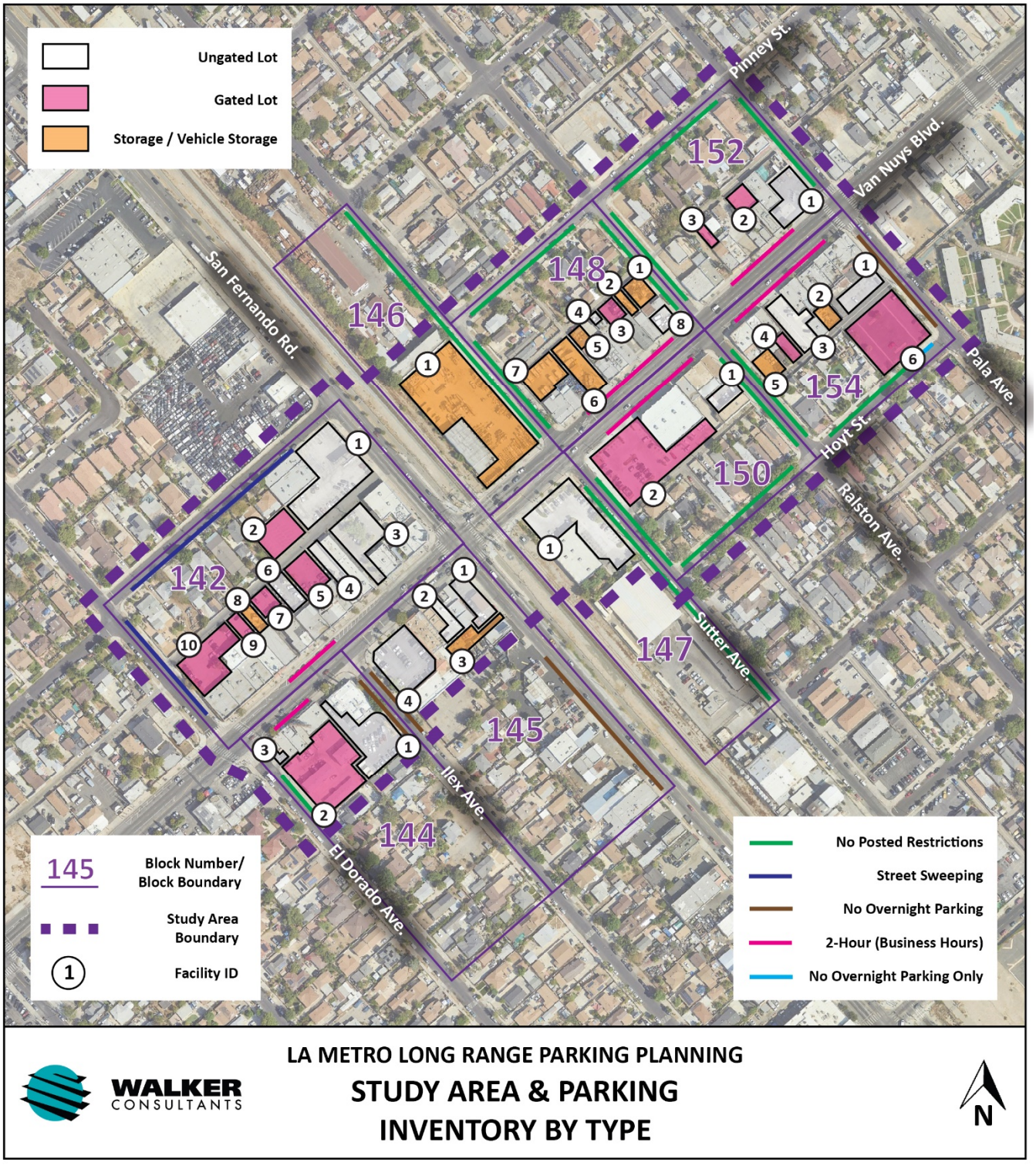
Analysis Area

Figure 1, on the next page, shows the analysis area limits and observed on-street parking restrictions within the analysis area. While Walker has denoted storage/vehicle storage lots within the analysis area, these areas have not been inventoried or counted since they do not function as traditional parking facilities. They are included for informational purposes as they represent potential opportunity sites.

There is no residential parking permit district within the analysis area. Parking on Van Nuys Boulevard is time-limited, with a 2-hour maximum during business hours (8 a.m. to 6 p.m.). Pinney Street and El Dorado Avenue south of San Fernando Road have street sweeping restrictions, and San Fernando Road, Ilex Avenue, and a portion of Pala Avenue have restrictions on overnight parking.

The block numbers used in this analysis start at 142 since it analyzes a subset of the blocks in the East San Fernando Valley Corridor, which is being studied in its entirety as part of a separate analysis.

Figure 1: Analysis Area



Existing Conditions

Walker and AVS staff visited the analysis area in August and October 2024 to confirm the parking inventory and collect parking occupancy counts on a total of seven (7) days; four (4) weekdays, two (2) Saturdays, and one (1) Sunday. Figure 2 summarizes the existing on-street parking inventory, and Figure 3 summarizes the existing off-street parking inventory. The inventory of access-controlled lots was based on a review of aerial photography.

Figure 2: Existing On-Street Parking Inventory

Block Number	Street	From	To	Supply
142	San Fernando Rd.	Pinney	Van Nuys	0
	Van Nuys Blvd.	San Fernando	El Dorado	7
	El Dorado Ave.	Van Nuys	Pinney	11
	Pinney St.	El Dorado	San Fernando	20
144	Ilex Ave.	Van Nuys	10707 Ilex	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17
	Van Nuys Blvd.	El Dorado	Ilex	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0
146	Sutter Ave.	Mercer	Van Nuys	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0
147	Sutter Ave.	Van Nuys	Carl St.	25
	Van Nuys Blvd.	Railroad Tracks	Sutter	0
148	Ralston Ave.	Pinney	Van Nuys	8
	Van Nuys Blvd.	Ralston	Sutter	7
	Sutter Ave.	Van Nuys	Pinney	10
	Pinney St.	Sutter	Ralston	12
150	Ralston Ave.	Van Nuys	Hoyt	11
	Hoyt St.	Ralston	Sutter	13
	Sutter Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Sutter	Ralston	6
152	Ralston Ave.	Van Nuys	Pinney	12
	Pinney St.	Ralston	Pala	10
	Pala Ave.	Pinney	Van Nuys	9
	Van Nuys Blvd.	Pala	Ralston	7
154	Ralston Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Ralston	Pala	12
	Pala Ave.	Van Nuys	Hoyt	10
	Hoyt St.	Pala	Ralston	11
				310

Figure 3: Existing Off-Street Parking Inventory

Block Number	Facility ID	Facility Type	Facility Description	Total
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**
	3	Ungated Lot	MoneyGram, Cash Advance	**11**
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**
	5	Gated Lot	Pacoima Pet Clinic	**18**
	6	Ungated Lot	El Paseo	**14**
	7	Gated Lot	Salcido Tours	**10**
	8	Gated Storage	Paleta's Pacoima	-
	9	Gated Lot	Dental Clinic	**7**
	10	Gated Lot	LA County Neighborhood Legal Services	**31**
144	1	Ungated Lot	Pacoima Public Health Center	**25**
	2	Gated Lot	Private Apartments	**33**
	3	Ungated Lot	Los Pilares	**3**
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**
	2	Ungated Lot	Diaz Mini Market	**5**
	3	Gated Storage	Henry's Auto Body Shop	-
	4	Ungated Lot	PS Discounts	**40**
146	1	Gated Storage	SiteOne Landscape Supply	-
147	1	Ungated Lot	Auto Zone Auto Parts	**38**
148	1	Gated Storage	13201 Van Nuys Blvd.	-
	2	Gated Storage	Martinez Upholstery	-
	3	Gated Lot	Iglesia Vida y Luz	**7**
	4	Ungated Lot	Playa Azul	**2**
	5	Gated Storage	Urizar Dental Clinic	-
	6	Gated Storage	Food Truck Storage Lot 1	-
	7	Gated Storage	Food Truck Storage Lot 2	-
	8	Ungated Lot	Auto Repair	**5**
150	1	Ungated Lot	O'Reilly Auto Parts	**42**
	2	Gated Lot	Jesse's Pet Grooming	**8**
152	1	Ungated Lot	GT Mini Market	**13**
	2	Gated Lot	Stylesville Beauty Lot	**10**
	3	Gated Lot	Joyas de Dios Church	**4**
154	1	Ungated Lot	Omega Supermarkets/El Toro Grande Front	**12**
	2	Gated Storage	13164 Van Nuys Blvd.	-
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**
	4	Gated Lot	Ramirez Bookkeeping	**2**
	5	Gated Storage	Lidia's Beauty Salon	-
	6	Ungated Lot	Omega Supermarkets/ El Toro Grande Rear	**50**
				523

Parking occupancy counts were collected on the following seven (7) days:

- Saturday, August 10, 2024
- Wednesday, August 14, 2024
- Thursday, August 15, 2024
- Saturday, October 26, 2024
- Sunday, October 27, 2024
- Wednesday, October 30, 2024
- Thursday, October 31, 2024.

Over the seven days of data collection, parking demand was consistent, with minor variation in peak parking demand each day, as shown in Figure 4.

Figure 4: Observed Overall Study Area Parking Occupancy

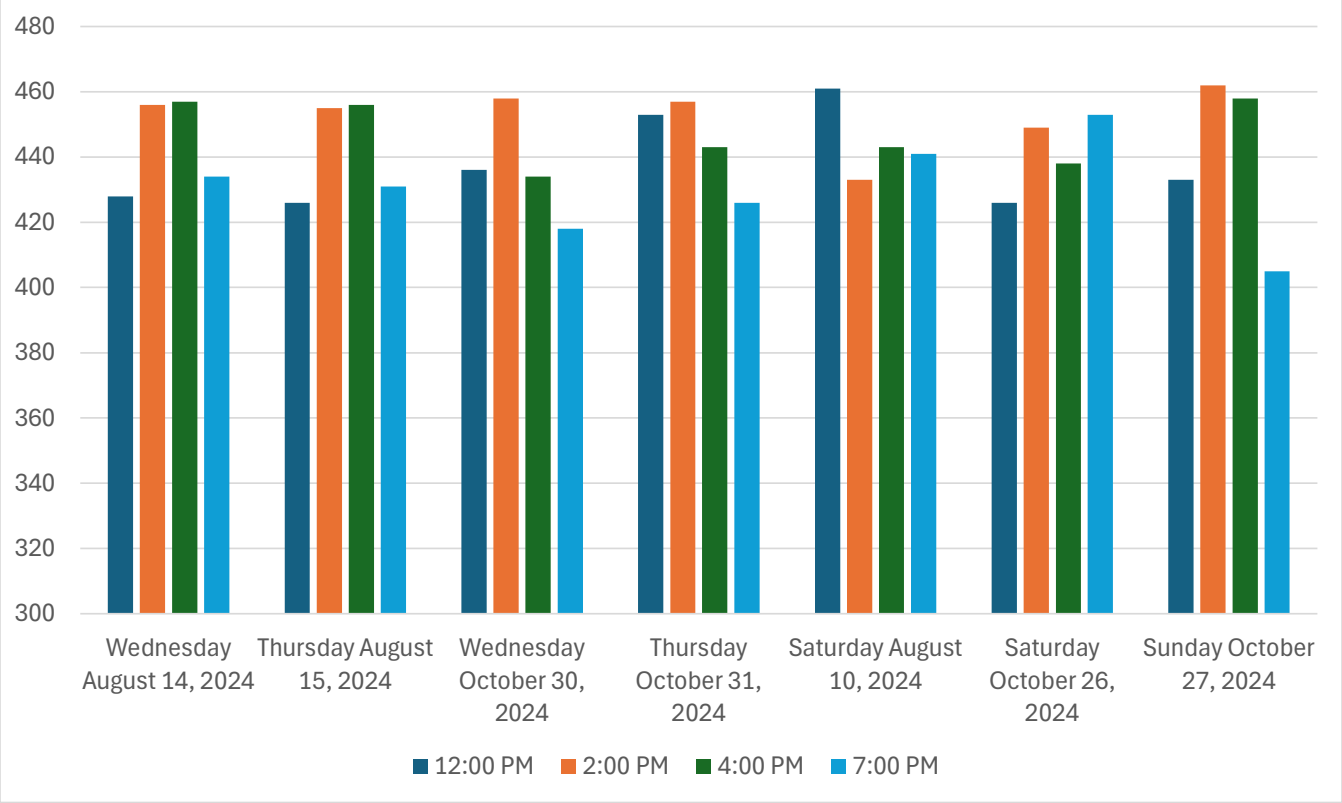


Figure 5 shows the peak parking occupancy observed on Sunday, October 27, 2024, and Wednesday, October 30, 2024. On Sunday, October 27, 2024, peak parking occupancy occurred during the 2:00 p.m. count. The highest observed weekday occupancy was Wednesday, October 30, 2024, at 2:00 p.m.

Detailed parking occupancy tables are provided in the appendix to this report.

Figure 5: Observed Peak Parking Occupancy

Off-Street	Inventory	Sunday 10/27/2024 2:00 PM Peak		Wednesday 10/30/2024 2:00 PM Peak	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Block 142	192	57	30%	65	34%
Block 144	61	17	28%	32	52%
Block 145	60	17	28%	20	33%
Block 146	0	0		0	
Block 147	38	20	53%	16	42%
Block 148	14	9	64%	8	57%
Block 149	50	32	64%	36	72%
Block 150	27	9	33%	15	56%
Block 151	81	28	35%	23	28%
Total	523	189	36%	215	41%
On-Street	**Inventory**	**Saturday 11:00 AM Peak**		**Wednesday 3:00 PM Peak**	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Van Nuys Blvd.	45	31	69%	35	78%
All Other Streets	265	242	91%	208	78%
Total	310	273	88%	243	78%
Grand Total	**833**	**462**	**55%**	**458**	**55%**

Overall, on-street parking was more highly utilized than private off-street parking facilities. Walker made the following observation during data collection:

- Several businesses along Van Nuys Boulevard use the on-street supply to store vehicles during the day. Businesses also parked vehicles on-street in front of their driveways.
- Residential streets were near, at, or beyond capacity during all counts on both days.
- Residential streets featured vehicles double parking on the sidewalk and in driveways encroaching into the street.
- There was some availability on streets fronted wholly or partially by commercial or storage uses.
- Most off-street lots are secured and inaccessible; many are used for storage, auto repair, etc.
- A few streets in the study area have significant RV encampment activity.
- Van Nuys Blvd. appeared to have plenty of available spaces during all times except for the block north of Telfair on Sunday during the Dia de Los Muertos event (even then, a few spaces were open).
- While on-street parking adjacent to residential was full in the evening, residents were not observed parking on or within half a block of Van Nuys.
- Parking demand on Van Nuys and on side streets adjacent to commercial properties decreased in the evening. There was a visible turnover on residential streets between 4-7 p.m., indicating that some employees park on residential streets during the day.
- All ungated commercial and church parking lots had some availability during all observations.
- The east-west residential streets (assuming Van Nuys is north-south) are highly utilized all the time, and some people use their trash bins to save their parking space when they leave.
- The north-south streets like Carl Street, one block away from Van Nuys, are not as full.

- There appeared to be a lot of vehicle storage on the residential streets, indicated by vehicles with thick dust and grime on windows and the windshield, cars with flat tires, vehicles on blocks, and damaged vehicles coated in dust.
- The autobody uses also pull vehicles onto the side streets during the day and bring them back in in late afternoon.
- There was parking enforcement along Van Nuys enforcing both permanent and temporary parking restrictions related to the Dia de Los Muertes event on October 26th.
- The Dia de Los Muertes event did not change parking demand patterns noticeably.
- The data collection team noted that parking time limits on Van Nuys Boulevard are not frequently enforced, and on side streets, at least one vehicular homeless encampment occupied 6-8 spaces.

Figure 6 shows a homeless encampment on Sutter Avenue that has been in place since late 2022.

Figure 6: Homeless Encampment on Sutter Avenue

Figures 7 and 8 graphically show the peak observed parking occupancy on weekends and weekdays.

Figure 7: Parking Occupancy Sunday, October 27, 2024, 2:00 p.m.

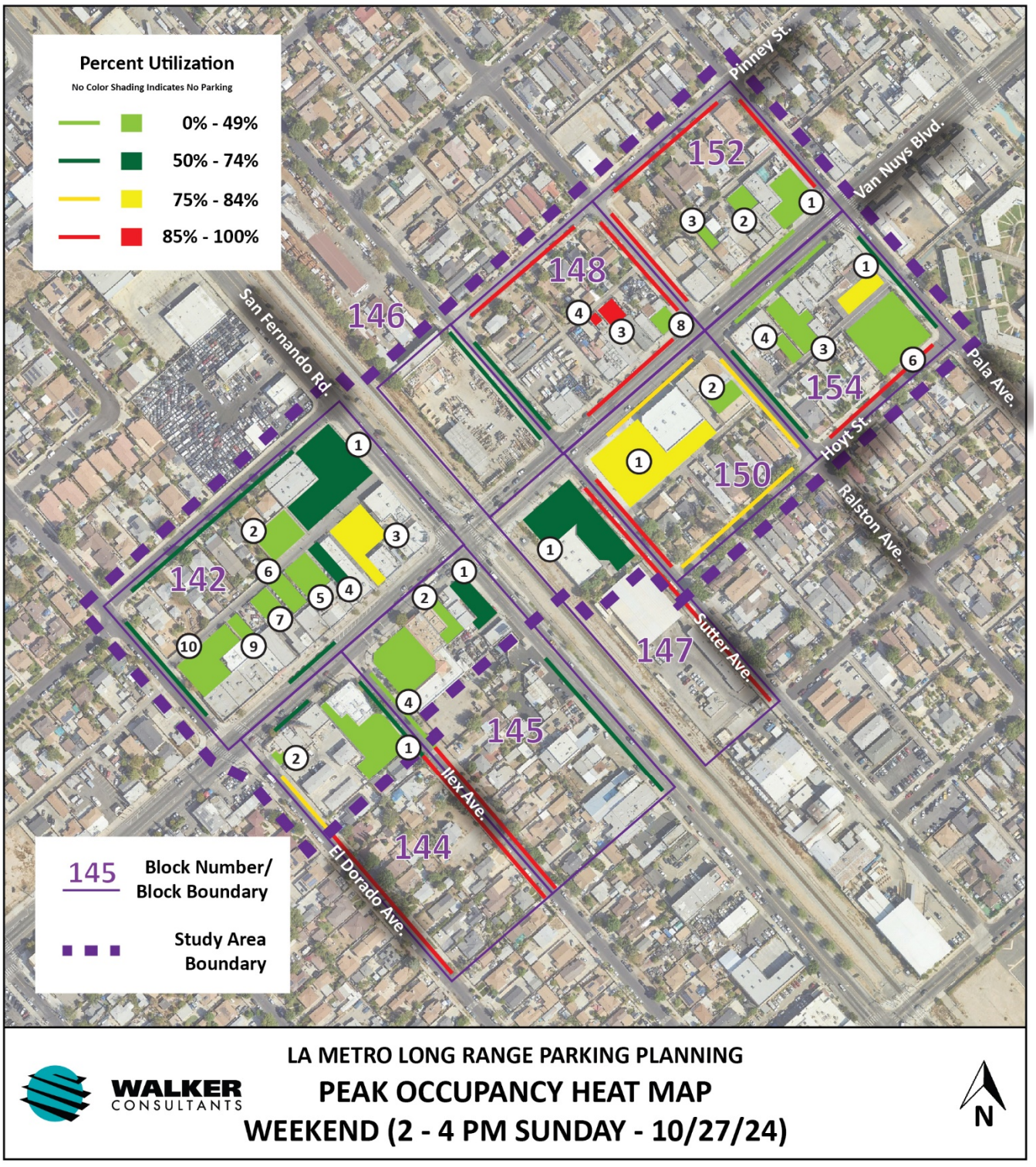
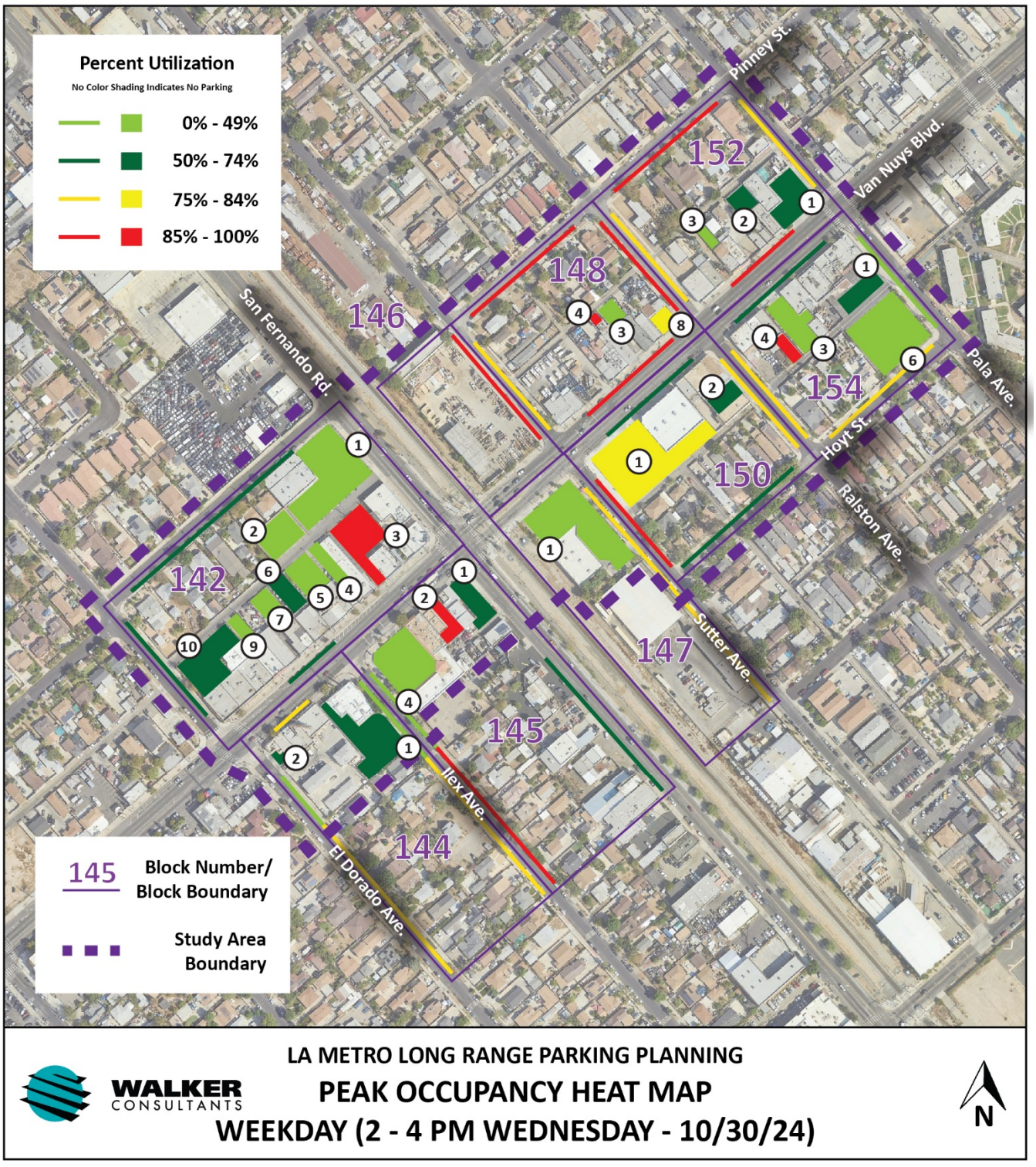


Figure 8: Parking Occupancy Wednesday, October 30, 2024, 2:00 p.m.



03 Interim Terminus Parking Demand

INTERIM TERMINUS PARKING DEMAND

This section utilizes Metro's Parking Demand Model, developed within Metro's Supportive Transit Parking Program (STPP) in 2018 and recent ridership and parking demand information from other Stations in the LA Metro system to provide a projection of transit rider parking demand at the interim terminus Station at Van Nuys Boulevard and San Bernardino Road, without and with the infill Metrolink Station.

Parking Demand Model Adjustments

Since the development of the Parking Demand Model in 2018, the COVID pandemic has introduced a shock to the transit system. While ridership on Metro Rail has not recovered to pre-pandemic levels, parking demand recovery lags even further behind ridership recovery. As a result, parking demand is much lower per rider than when the Parking Demand Model was developed and calibrated. In addition, Metro has completed the K Line, with minimal parking along the route and no parking at the terminus, indicating that transit parking demand and transit parking impacts can be reduced or eliminated with parking management strategies around stations.

To help understand how to adjust the model output to reflect existing realities, Walker looked at four existing Stations: Norwalk, the eastern terminus of the C Line; APU/Citrus, the northern terminus of the A Line; Fairview Heights, the only Station with parking on the K Line; and Westchester, the southern terminus of the K Line.

These stations were selected for comparison for the following reasons:

- Norwalk and APU/Citrus are terminus stations with parking facilities. These stations are in less dense surroundings than the planned San Fernando Station. As an interim terminus, the San Fernando Station could be projected to have parking demand characteristics similar to these stations.
- Fairview Heights is a midpoint station on Metro's newest line, the K-Line. With the infill Metrolink station, the San Fernando station would function more as a midpoint and transfer station, with lower parking demand per rider than as a terminus station. Fairview Heights is the only location on the K-Line with parking and could reasonably be expected to draw riders who wish to park and ride from the stations on either side of it (Downtown Inglewood and Hyde Park).
- Westchester is the current southern terminus of the K-Line. It does not provide parking, but as a terminus, it would typically be expected to draw additional parking demand from outlying areas beyond the extent of the line. Westchester Station's parking demand model output as a terminus has been included to illustrate that with parking management policies in place, it is possible to reduce or even eliminate the need for parking at a station while continuing to serve transit riders.

Figure 9 compares the Parking Demand Model output for these Stations based on current ridership levels to the actual observed parking demand.

Figure 9: Modeled Versus Observed Parking Demand

Station: Norwalk	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	1131	2196	469	862	**54%**
February 2024	1218	2381	496	931	**53%**
March 2024	1319	2625	517	1015	**51%**
April 2024	1149	2242	511	877	**58%**
May 2024	1181	2327	499	905	**55%**
June 2024	1167	2344	463	902	**51%**

Station: Fairview Heights	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	92	185	8	26	**31%**
February 2024	93	184	8	26	**31%**
March 2024	104	208	12	29	**41%**
April 2024	108	225	12	30	**40%**
May 2024	106	214	10	30	**33%**
June 2024	95	210	10	27	**37%**

Station: APU/Citrus	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	827	1677	188	641	**29%**
February 2024	820	1682	184	639	**29%**
March 2024	950	1844	198	724	**27%**
April 2024	863	1718	201	664	**30%**
May 2024	881	1777	195	682	**29%**
June 2024	798	1579	189	613	**31%**

Station: Westchester	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	246	543	No Parking	106	-
February 2024	254	560	No Parking	102	-
March 2024	256	567	No Parking	111	-
April 2024	292	627	No Parking	125	-
May 2024	293	684	No Parking	129	-
June 2024	278	597	No Parking	120	-

Based on this information, the recommended adjustment factor to Parking Demand Output for current conditions is 0.50 (50 percent). This is lower than the adjustment factor implied by looking at the Fairview Heights and APU Citrus data, but slightly higher than the factor implied if looking at Norwalk.

Parking Demand Model Projection Without and With Infill Metrolink

Walker received ridership projections from Metro for the interim terminus Station.

The Parking Demand Model takes projected daily boardings until 10 a.m., the station's typology, and various parking price points ranging from 3-5 dollars to estimate the parking demand.

The Parking Demand Model is a “here and now” model intended to project near-term parking needs. The main inputs in the model determining each typology’s parking demand characteristics are current boardings and current parking demand at existing Metro stations and parking facilities. It does not consider potential changes to the transportation network in the future or changes in commute preferences and behavior. When looking at future stations and alignments, the parking demand model provides a projection of parking demand at new stations, assuming current behaviors have generally stayed the same. Therefore, the appropriate boarding projection input for the model should be a reasonable projection of stabilized boardings at future stations after the ‘honeymoon’ opening period, not projected horizon year boardings.

Metro's daily boardings projections are for 2040. With the Gold Line Extension and other new rail facilities, such as the K-Line, opening day ridership has been a fraction (typically 40-50 percent) of the long-term ridership projection and continues to be so. Thus, it is also appropriate to reduce the boardings projection to reflect stabilized opening year conditions. Based on recent history, the recommended adjustment to boardings is 60 percent. Additionally, boarding projections during route planning have been heavily weighted towards the open to 10 a.m. period, with projections assuming 80 percent of boardings occur within this window. The actual performance of the system in general, and the Gold Line Extension and K-Line in particular, indicate that open to 10 a.m. boardings are approximately half of total daily boardings at outlying stations.

Figure 10 shows the parking demand model output with and without the infill Metrolink station, assuming parking is $3.00/day.

Figure 10: Van Nuys/San Fernando Interim Terminus Parking Demand Projection.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

The team projects that parking management around the Station can reduce potential parking demand and that any observed transit rider parking spillover could be accommodated in underutilized private parking facilities.

As demonstrated in the existing conditions analysis, there are over 400 vacant on- and off-street spaces near the planned San Fernando Station on any given weekday. A portion of these spaces are available on-street; these spaces can be protected for a specific user group (customers of businesses, residents) through parking management. The bulk of available spaces are available in underutilized private off-street parking lots, which could potentially be unlocked for transit rider parking with the execution of a parking agreement.

Parking and transportation demand management could reduce transit rider parking demand at the San Fernando Station. The K-Line terminus in Westchester and the E-Line terminus in Santa Monica do not provide transit rider parking, opting for parking management around the Station area to limit transit parking spillover into adjacent neighborhoods and businesses.

The Walker team recommends implementing parking management strategies to manage parking demand around the station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities specifically for transit patrons. The next section of the report details the team's parking management recommendations.

04 Parking Management Recommendations

PARKING MANAGEMENT RECOMMENDATIONS

Walker recommends the following parking and transportation demand management measures be considered for the area around the interim terminus.

Recommendation 1: Create a mobility hub at the interim terminus Station.

Creating a mobility hub at the interim terminus Station will improve first/last-mile connections and encourage transit riders and area employees to utilize alternative means of transportation to the Station area. Mobility hub elements at this location could include a drop-off/pick-up area for kiss-and-ride and transportation network companies, bicycle racks, bicycle lockers, scooter docks/racks, real-time transfer information for the four bus routes currently serving the Van Nuys Boulevard/San Fernando Road intersection, support services such as Station ambassadors, and if space permits, active uses such as retail/kiosks.

Figure 11 shows a sample mobility hub design at Universal Station

Figure 11: Sample Mobility Hub Design

Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.

Within the analysis area, 13 on-street parking spaces on Van Nuys Boulevard between El Dorado Avenue and San Fernando Road will be eliminated as part of constructing the ESFV LRT Line. These spaces were observed to be highly utilized on Saturday and more modestly used during the weekday observations by patrons of the adjacent businesses. The existing parking on Van Nuys Boulevard is limited to two-hour parking. To ensure that proximate on-street parking is available during the day, Walker recommends that 2-hour parking time limits be implemented on the following side street segments:

- El Dorado Avenue for the first 150 feet north and south of Van Nuys Boulevard
- Ilex Avenue for the first 200 feet south of Van Nuys Boulevard
- Sutter Avenue from Pinney Street to Hoyt Street
- Ralston Avenue from Pinney Street to Hoyt Street
- Pala Avenue from Pinney Street to Hoyt Street

Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.

A four-hour time limit for adjacent residential properties near the interim terminus Station would prevent transit patrons from parking in front of residences all day while still providing flexibility for residents and residential services (landscaping, in-home care, etc.) to park as needed.

Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.

If Metro desires to provide off-street parking for transit riders at the interim terminus, ample underutilized parking already exists that could be unlocked to provide the needed parking. Field staff observed several off-street parking facilities that were lightly utilized throughout the day on weekdays and on Saturday, including the following locations:

- Iglesia Fuente de Agua Viva (Block 142 facility 1) – 65 spaces – observed weekday occupancy of 24 and Saturday occupancy of 35.
- Iglesia Fuente de Agua Viva Overflow (Block 142 facility 2) – 24 spaces – observed weekday occupancy of 0 spaces, Saturday occupancy of 0 spaces.
- Omega Supermarket Rear Lot (Block 154 facility 6) – 50 spaces – observed weekday occupancy of 8 spaces, weekend occupancy of 16 spaces

In particular, the Iglesia Fuente de Agua Viva overflow lot is a standalone facility that is only used by the church on Sundays and special events. It could potentially provide weekday parking.

Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

To encourage the use of transit to work, Metro could actively promote the use of the new line to residents, businesses, and their employees. Marketing should be targeted to residents within 1/3 mile of the station and to

employees of businesses in the station area with the goal of encouraging them to try transit and converting them to paying transit customers.

CONCLUSIONS

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. As needed, agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

05 Appendices

APPENDIX A – PARKING DATA COLLECTION

					Saturday August 10, 2024					Wednesday August 14, 2024			
Block Number	**Facility ID**	**Facility Type**	**Facility Description**	**Total**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**	35	24	22	21	7	22	15	21
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**	0	0	0	0	0	0	0	0
	3	Ungated Lot	MoneyGram, Cash Advance	**11**	6	8	8	7	5	8	7	8
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**	7	9	9	4	2	5	7	7
	5	Gated Lot	Pacoima Pet Clinic	**18**	2	2	2	2	2	2	1	1
	6	Ungated Lot	El Paseo	**14**	5	5	5	4	9	9	9	6
	7	Gated Lot	Salcido Tours	**10**	6	6	6	6	2	2	2	6
	8	Gated Storage	Paleta's Pacoima	**0**								
	9	Gated Lot	Dental Clinic	**7**	3	3	3	3	3	3	4	0
	10	Gated Lot	LA County Neighborhood Legal Services	**31**	0	0	0	0	26	24	21	2
144	1	Ungated Lot	Pacoima Public Health Center	**25**	3	3	3	3	16	20	19	3
	2	Gated Lot	Private Apartments	**33**	16	12	14	16	12	14	15	16
	3	Ungated Lot	Los Pilares	**3**	3	2	3	1	1	2	1	1
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**	7	9	3	6	6	10	11	12
	2	Ungated Lot	Diaz Mini Market	**5**	2	0	1	1	1	1	1	2
	3	Gated Storage	Henry's Auto Body Shop	**0**								
	4	Ungated Lot	PS Discounts	**40**	20	20	15	11	27	18	18	16
146	1	Gated Storage	SiteOne Landscape Supply	**0**								
147	1	Ungated Lot	Auto Zone Auto Parts	**38**	13	10	13	20	6	11	15	12
148	1	Gated Storage	13201 Van Nyus Blvd.	**0**								
	2	Gated Storage	Martinez Upholestry	**0**								
	3	Gated Lot	Iglesia Vida y Luz	**7**	6	6	6	6	6	6	6	6
	4	Ungated Lot	Playa Azul	**2**	1	1	1	1	0	0	0	0
	5	Gated Storage	Urizar Dental Clinic	**0**								
	6	Gated Storage	Food Truck Storage Lot 1	**0**								
	7	Gated Storage	Food Truck Storage Lot 2	**0**								
	8	Ungated Lot	Auto Repair	**5**	8	8	7	6	6	6	7	6
150	1	Ungated Lot	O'Reilly Auto Parts	**42**	35	37	36	16	22	26	28	18
	2	Gated Lot	Jesse's Pet Grooming	**8**	6	4	5	4	4	5	6	5
152	1	Ungated Lot	GT Mini Market	**13**	8	4	2	2	2	2	3	2
	2	Gated Lot	Stylesville Beauty Lot	**10**	2	2	2	2	1	1	1	2
	3	Gated Lot	Joyas de Dios Church	**4**	0	0	0	0	0	0	0	0
154	1	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Front	**12**	3	8	5	6	3	5	6	6
	2	Gated Storage	13164 Van Nuys Blvd.	**0**								
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**	0	0	0	0	6	6	6	4
	4	Gated Lot	Ramirez Bookkeeping	**2**	0	0	0	0	0	2	2	2
	5	Gated Storage	Lidia's Beauty Salon	**0**								
	6	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Rear	**50**	18	15	13	16	8	6	6	8
				523	**215**	**198**	**184**	**164**	**183**	**216**	**217**	**172**

Block Number	Total	11:00 AM	2:00 PM	4:00 PM	6:00 PM	11:00 AM	1:00 PM	3:00 PM	6:00 PM
142	192	64	57	55	47	56	75	66	51
144	61	22	17	20	20	29	36	35	20
145	60	29	29	19	18	34	29	30	30
146	0	0	0	0	0	0	0	0	0
147	38	13	10	13	20	6	11	15	12
148	14	15	15	14	13	12	12	13	12
150	50	41	41	41	20	26	31	34	23
152	27	10	6	4	4	3	3	4	4
154	81	21	23	18	22	17	19	20	20

Thursday August 15, 2024

11:00 AM	1:00 PM	3:00 PM	6:00 PM
8	22	15	20
0	0	0	0
6	9	8	9
2	6	8	9
2	2	1	1
9	9	9	6
2	2	2	7
3	2	4	0
24	22	20	3
15	15	18	3
13	15	14	16
1	2	1	1
6	9	10	12
0	2	1	3
30	15	17	15
6	10	14	12
6	6	6	6
0	0	0	0
6	6	7	6
25	27	29	21
5	5	6	5
2	2	5	4
1	0	0	0
0	0	0	0
4	4	2	5
6	6	8	4
0	1	2	2
8	5	7	8
190	**204**	**214**	**178**

Wednesday October 30, 2024

12:00 PM	2:00 PM	4:00 PM	7:00 PM
11	15	20	18
0	0	0	0
9	10	11	9
3	2	2	0
2	3	5	2
9	7	6	3
2	2	2	9
0	0	0	0
2	3	2	1
21	23	12	1
17	15	14	4
13	15	14	16
0	2	1	1
7	7	7	7
6	5	3	2
0	0	0	0
6	8	15	32
0	0	0	0
15	16	14	9
0	0	0	0
0	0	0	0
2	2	1	0
1	2	2	2
0	0	0	0
0	0	0	0
0	0	0	0
4	4	2	1
33	32	20	11
1	4	3	3
6	9	7	3
4	5	4	1
2	1	2	1
4	6	5	6
0	0	0	0
6	5	5	0
1	2	2	0
0	0	0	0
7	10	7	9
194	**215**	**188**	**151**

11:00 AM	1:00 PM	3:00 PM	6:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
56	74	67	55	59	65	60	43
29	32	33	20	30	32	29	21
36	26	28	30	19	20	25	41
0	0	0	0	0	0	0	0
6	10	14	12	15	16	14	9
12	12	13	12	7	8	5	3
30	32	35	26	34	36	23	14
3	2	5	4	12	15	13	5
18	16	19	19	18	23	19	15

Thursday October 31, 2024				Saturday October 26, 2024				Sunday October 27, 2024			
12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
12	15	21	17	26	24	25	19	39	35	30	22
1	0	1	0	0	2	4	3	1	2	1	3
10	10	11	10	10	10	10	6	11	9	10	5
4	2	2	0	3	5	7	10	3	6	6	5
3	2	4	2	0	0	0	2	1	0	0	1
8	5	5	4	5	4	5	3	4	3	3	2
3	2	2	6	2	2	2	2	2	2	2	2
0	0	0	0	0	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	0	0
22	22	10	0	0	0	0	0	0	0	0	0
17	16	16	3	2	2	2	2	1	1	1	1
13	15	14	16	13	15	14	16	13	15	14	16
1	2	0	0	3	2	2	0	2	1	1	0
5	6	6	6	7	8	8	6	6	5	6	6
5	3	6	2	0	1	2	1	3	2	1	1
0	0	0	0	0	0	0	0	0	0	0	0
10	13	16	30	23	12	15	6	6	10	12	11
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	1	1	0	2	2	2	1	5	6	3	1
2	2	2	2	1	1	1	1	2	2	1	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	1	3	2	3	1	3	1	2	0
30	32	23	14	27	31	27	13	3	32	15	11
2	2	3	3	1	1	1	0	1	0	0	0
9	7	8	4	9	6	5	5	6	5	4	3
7	5	3	0	6	4	2	2	8	3	2	1
1	2	1	1	3	3	2	1	3	1	1	1
5	7	4	8	2	4	8	3	5	9	7	4
0	0	0	0	0	0	0	0	0	0	0	0
8	6	5	0	0	0	5	7	7	7	7	7
2	2	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
11	12	10	10	11	14	11	6	15	12	18	12
219	**212**	**188**	**149**	**172**	**169**	**182**	**126**	**166**	**189**	**168**	**128**

12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
65	61	57	39	46	47	53	45	61	57	52	40
31	33	30	19	18	19	18	18	16	17	16	17
20	22	28	38	30	21	25	13	15	17	19	18
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
10	6	4	3	6	5	6	3	10	9	6	1
32	34	26	17	28	32	28	13	4	32	15	11
17	14	12	5	18	13	9	8	17	9	7	5
26	27	21	18	13	18	24	16	27	28	32	23

						Saturday August 10, 2024				Wednesday August 14, 2024			
Block Number	**Street**	**From**	**To**	**Supply**	**2013**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	12	6	3	3	3	6	4	3	3
	El Dorado Ave.	Van Nuys	Pinney	11	11	7	8	6	7	7	8	9	7
	Pinney St.	El Dorado	San Fernando	20	20	14	17	17	18	12	12	12	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	12	10	12	17	22	19	19	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	17	10	9	12	14	17	14	14	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	7	4	6	6	6	5	5	4
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	3	3	5	3	2	2	2	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	21	14	12	15	17	20	20	20	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	2	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	20	20	19	21	20	19	15	13	15
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	25	16	19	21	20	17	16	16	20
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	9	10	10	9	9	9	9
	Van Nuys Blvd.	Ralston	Sutter	7	7	7	10	12	13	3	7	5	9
	Sutter Ave.	Van Nuys	Pinney	10	10	7	8	8	8	7	7	7	7
	Pinney St.	Sutter	Ralston	12	12	12	12	14	13	11	11	11	11
150	Ralston Ave.	Van Nuys	Hoyt	11	11	8	9	12	12	8	9	9	10
	Hoyt St.	Ralston	Sutter	13	13	6	11	14	13	7	10	11	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	9	10	10	10	10
	Van Nuys Blvd.	Sutter	Ralston	6	5	5	5	5	9	5	5	5	5
152	Ralston Ave.	Van Nuys	Pinney	12	12	11	10	10	10	11	11	11	11
	Pinney St.	Ralston	Pala	10	10	10	10	8	10	10	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	9	8	8	7	8	7	6	5	7
	Van Nuys Blvd.	Pala	Ralston	7	7	9	3	2	2	6	5	5	4
154	Ralston Ave.	Hoyt	Van Nuys	10	10	7	6	7	11	7	7	7	8
	Van Nuys Blvd.	Ralston	Pala	12	12	11	4	3	5	6	7	7	6
	Pala Ave.	Van Nuys	Hoyt	10	10	7	5	7	7	5	4	6	7
	Hoyt St.	Pala	Ralston	11	11	11	11	12	12	5	7	9	10
				310	316	246	235	259	277	245	240	240	262
			Van Nuys Boulevard	45	51	45	29	31	38	32	33	30	31
			All Other On-Street	265	265	201	206	228	239	213	207	210	231

					Thursday August 15, 2024						Wednesday October 30, 2024		
Block Number	**Street**	**From**	**To**	**Supply**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	10	9	6	2	8	5	7
	Pinney St.	El Dorado	San Fernando	20	11	14	14	14	12	12	13	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	20	21	21	18	15	17	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	14	16	17	13	12	15	17
	Van Nuys Blvd.	El Dorado	Ilex	6	4	7	3	4	4	5	3	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	1	1	2	1	6	3	3	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	20	20	21	17	15	18	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	16	15	17	18	18	20	22
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	19	18	19	22	24	23	24	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	8	9	8	7	7	8
	Van Nuys Blvd.	Ralston	Sutter	7	2	5	3	10	10	9	9	4
	Sutter Ave.	Van Nuys	Pinney	10	7	6	6	5	7	8	8	7
	Pinney St.	Sutter	Ralston	12	10	10	10	10	11	11	11	12
150	Ralston Ave.	Van Nuys	Hoyt	11	7	9	8	9	10	9	10	10
	Hoyt St.	Ralston	Sutter	13	8	11	12	14	9	9	10	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	7	9	8	9
	Van Nuys Blvd.	Sutter	Ralston	6	5	6	4	4	1	3	3	3
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	10	11	10	11	10	10
	Pinney St.	Ralston	Pala	10	10	10	10	10	9	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	7	5	5	7	7	7	8	9
	Van Nuys Blvd.	Pala	Ralston	7	3	6	4	1	2	5	2	1
154	Ralston Ave.	Hoyt	Van Nuys	10	8	8	9	9	10	8	8	10
	Van Nuys Blvd.	Ralston	Pala	12	8	8	9	6	10	7	5	3
	Pala Ave.	Van Nuys	Hoyt	10	4	5	6	4	5	4	7	6
	Hoyt St.	Pala	Ralston	11	6	8	7	9	8	9	10	11
				310	236	251	242	253	242	243	246	267
			Van Nuys Boulevard	45	26	38	25	27	31	35	24	19
			All Other On-Street	265	210	213	217	226	211	208	222	248

					Thursday October 31, 2024							
Block Number	**Street**	**From**	**To**	**Supply**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	9	9	7	3	2	5	7
	Pinney St.	El Dorado	San Fernando	20	14	11	14	16	13	18	20	17
144	Ilex Ave.	Van Nuys	10707 Ilex	22	17	14	20	22	22	20	22	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	14	15	16	17	17	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	5	5	4	6	6	6	2
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	2	2	2	3	3	2	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	16	16	17	20	20	20	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	17	19	21	22	17	18	21	19
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	23	25	25	27	24	22	28	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	7	8	8	8	10	10	11	11
	Van Nuys Blvd.	Ralston	Sutter	7	3	7	5	8	7	9	7	3
	Sutter Ave.	Van Nuys	Pinney	10	6	7	7	7	8	8	8	8
	Pinney St.	Sutter	Ralston	12	11	10	11	12	12	12	12	14
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	9	10	9	8	6	12
	Hoyt St.	Ralston	Sutter	13	7	10	11	13	10	12	13	12
	Sutter Ave.	Hoyt	Van Nuys	10	8	7	8	11	12	9	12	12
	Van Nuys Blvd.	Sutter	Ralston	6	2	4	4	3	4	5	1	1
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	9	11	12	11	11	12
	Pinney St.	Ralston	Pala	10	11	10	9	11	9	10	11	12
	Pala Ave.	Pinney	Van Nuys	9	7	8	7	8	8	8	6	9
	Van Nuys Blvd.	Pala	Ralston	7	5	5	4	4	9	3	1	0
154	Ralston Ave.	Hoyt	Van Nuys	10	7	8	8	9	12	11	9	11
	Van Nuys Blvd.	Ralston	Pala	12	8	7	8	6	12	0	1	1
	Pala Ave.	Van Nuys	Hoyt	10	6	5	7	7	6	10	7	8
	Hoyt St.	Pala	Ralston	11	6	8	9	10	8	13	11	12
				310	234	245	255	277	277	269	271	276
			Van Nuys Boulevard	45	28	34	28	27	42	29	18	9
			All Other On-Street	265	206	211	227	250	235	240	253	267

Sunday October 27, 2024

Block Number	Street	From	To	Supply	12:00 PM	2:00 PM	4:00 PM	7:00 PM
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	5	8	6	7
	Pinney St.	El Dorado	San Fernando	20	16	17	17	18
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	21	22	21
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	4	5	1
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	2	3	5	2
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	21	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	17	19	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	24	24	27	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	11	11	10	11
	Van Nuys Blvd.	Ralston	Sutter	7	7	9	10	4
	Sutter Ave.	Van Nuys	Pinney	10	6	7	8	8
	Pinney St.	Sutter	Ralston	12	12	13	14	13
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	12	12
	Hoyt St.	Ralston	Sutter	13	7	11	14	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	9	12	11
	Van Nuys Blvd.	Sutter	Ralston	6	3	5	4	2
152	Ralston Ave.	Van Nuys	Pinney	12	12	12	11	12
	Pinney St.	Ralston	Pala	10	10	10	9	11
	Pala Ave.	Pinney	Van Nuys	9	8	8	9	10
	Van Nuys Blvd.	Pala	Ralston	7	7	3	4	2
154	Ralston Ave.	Hoyt	Van Nuys	10	7	7	8	11
	Van Nuys Blvd.	Ralston	Pala	12	9	4	3	0
	Pala Ave.	Van Nuys	Hoyt	10	7	7	8	7
	Hoyt St.	Pala	Ralston	11	10	12	13	12
				310	267	273	290	277
			Van Nuys Boulevard	45	36	31	28	11
			All Other On-Street	265	231	242	262	266

Metro

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

Board Report

File #: 2020-0780, **File Type:** Motion / Motion Response **Agenda Number:** 10.1.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

Motion by:

DIRECTORS NAJARIAN AND KUEHL

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT

RECOMMENDATION

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

East San Fernando Valley Light Rail Transit Project

Project Area

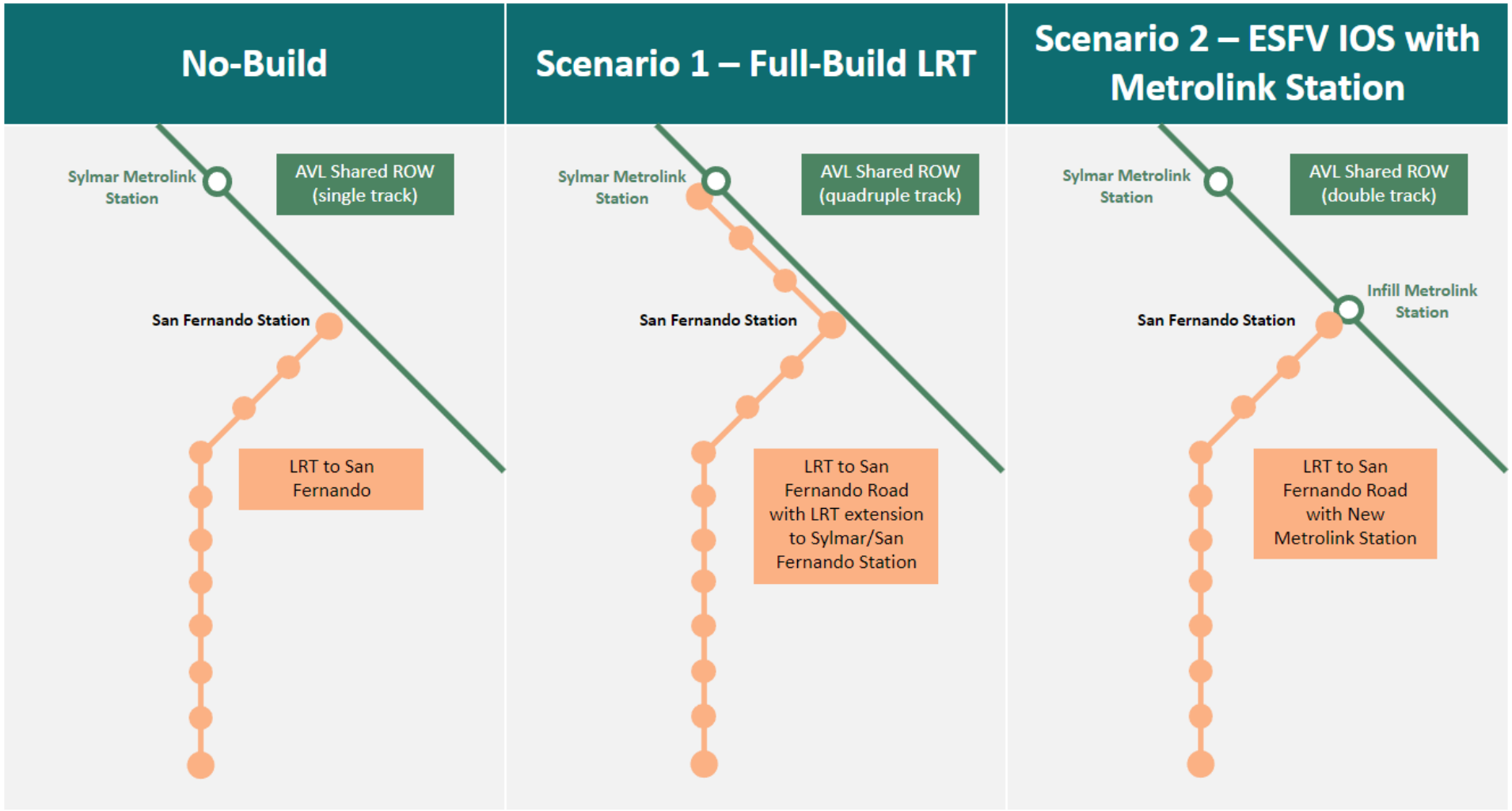
Metro

Proyecto de Transporte de Tren Ligero del Este del Valle de San Fernando

Área del proyecto

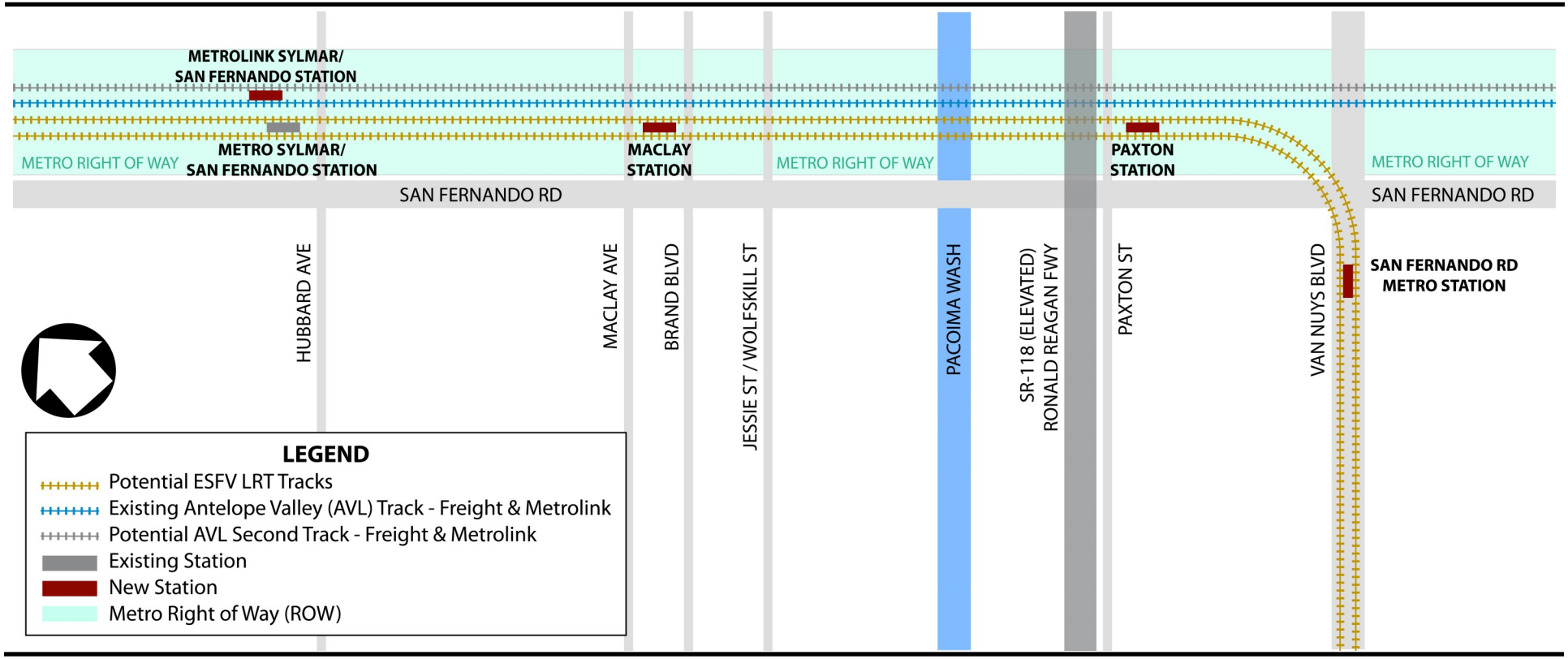
Metro®

ESFV Shared ROW Study Phase 2 Scenario Refinements (Overview)



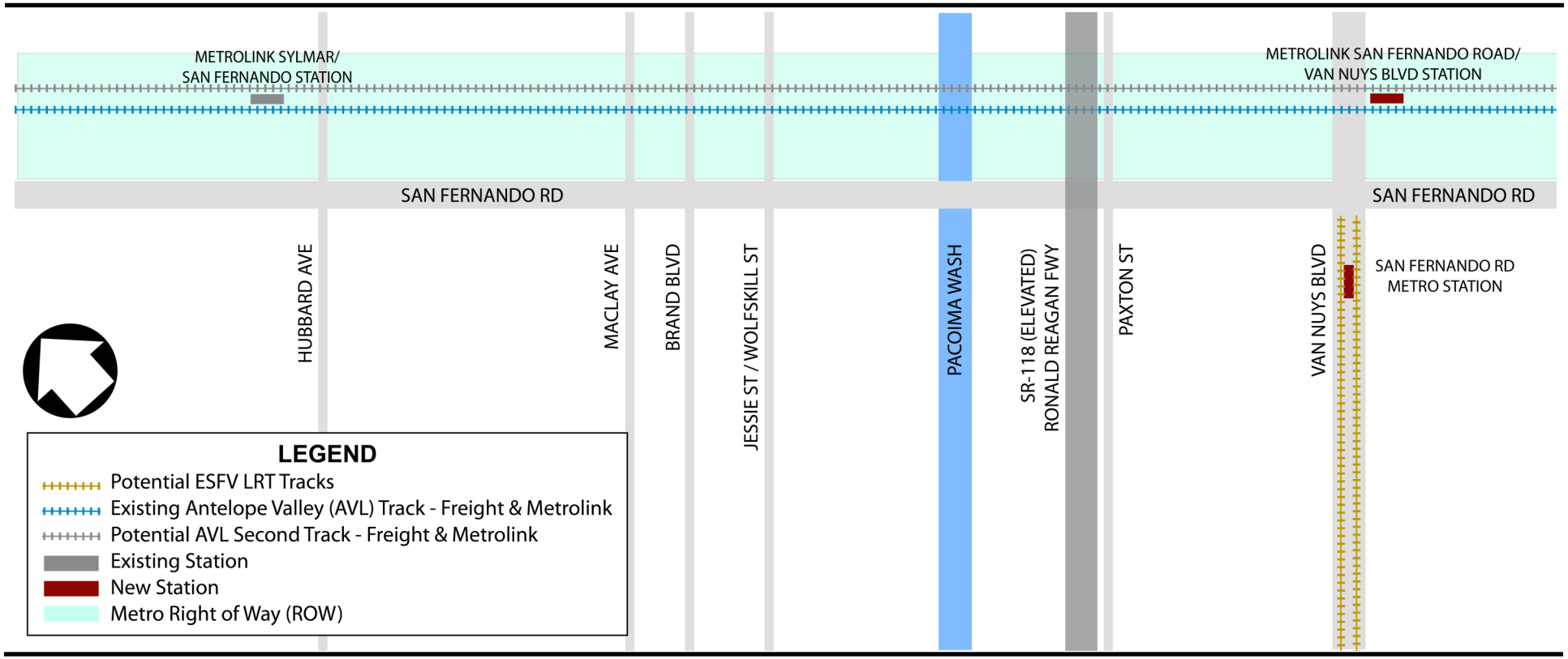
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 1a and Scenario 1b



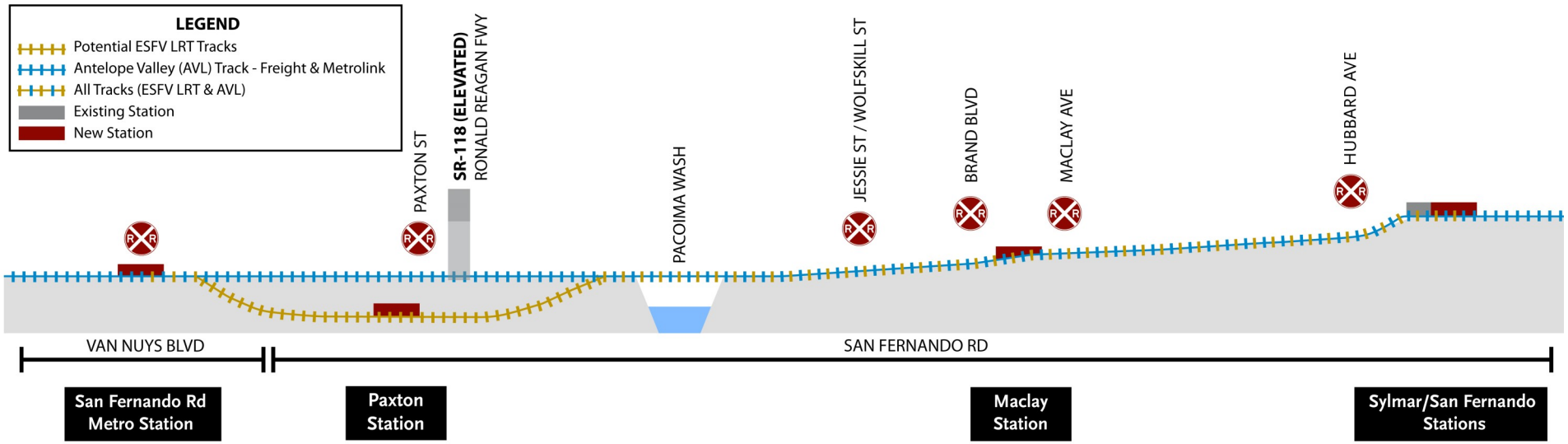
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 2a and Scenario 2b



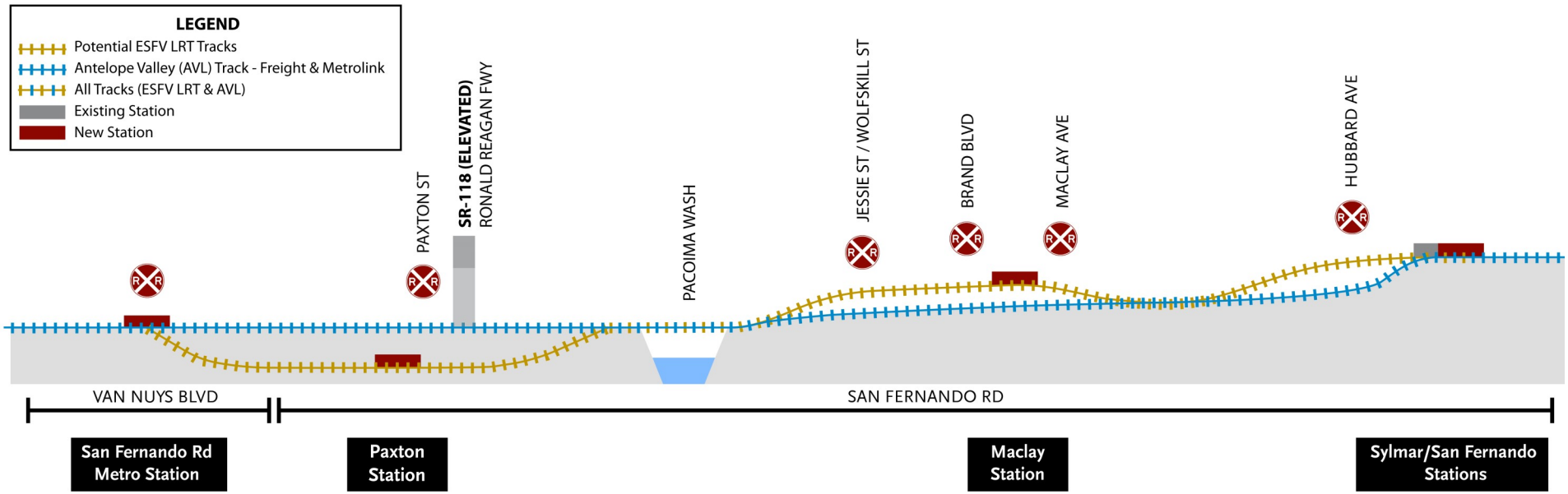
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1A: Full-Build LRT, Partial Grade Separation



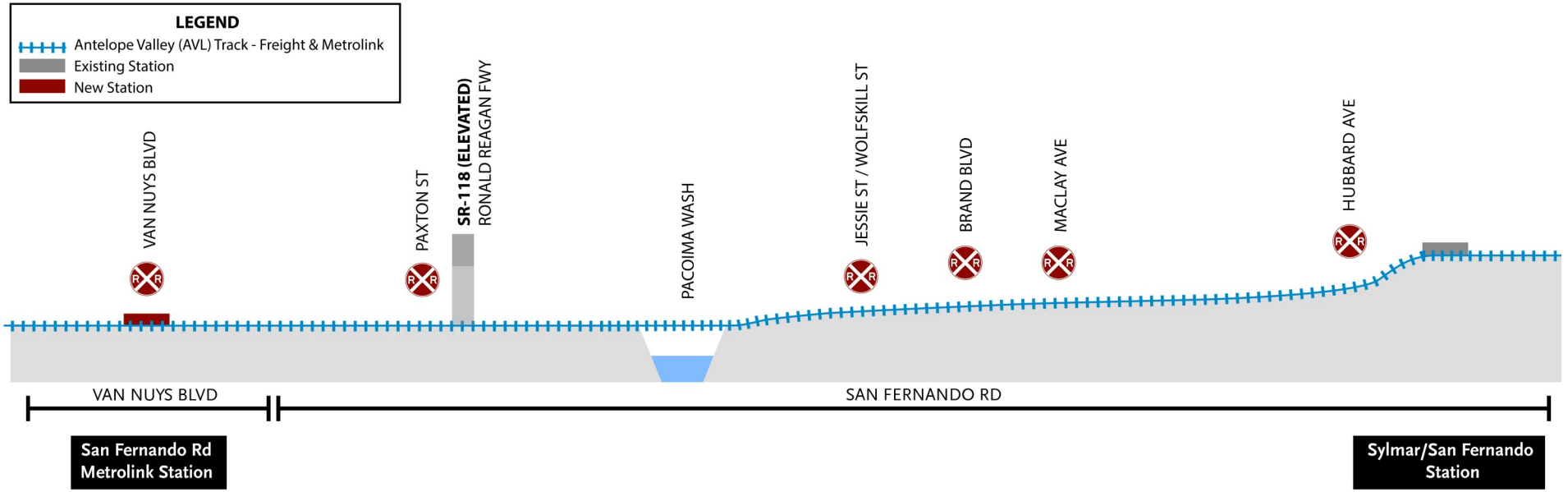
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1B: Full-Build LRT, Full Grade Separation



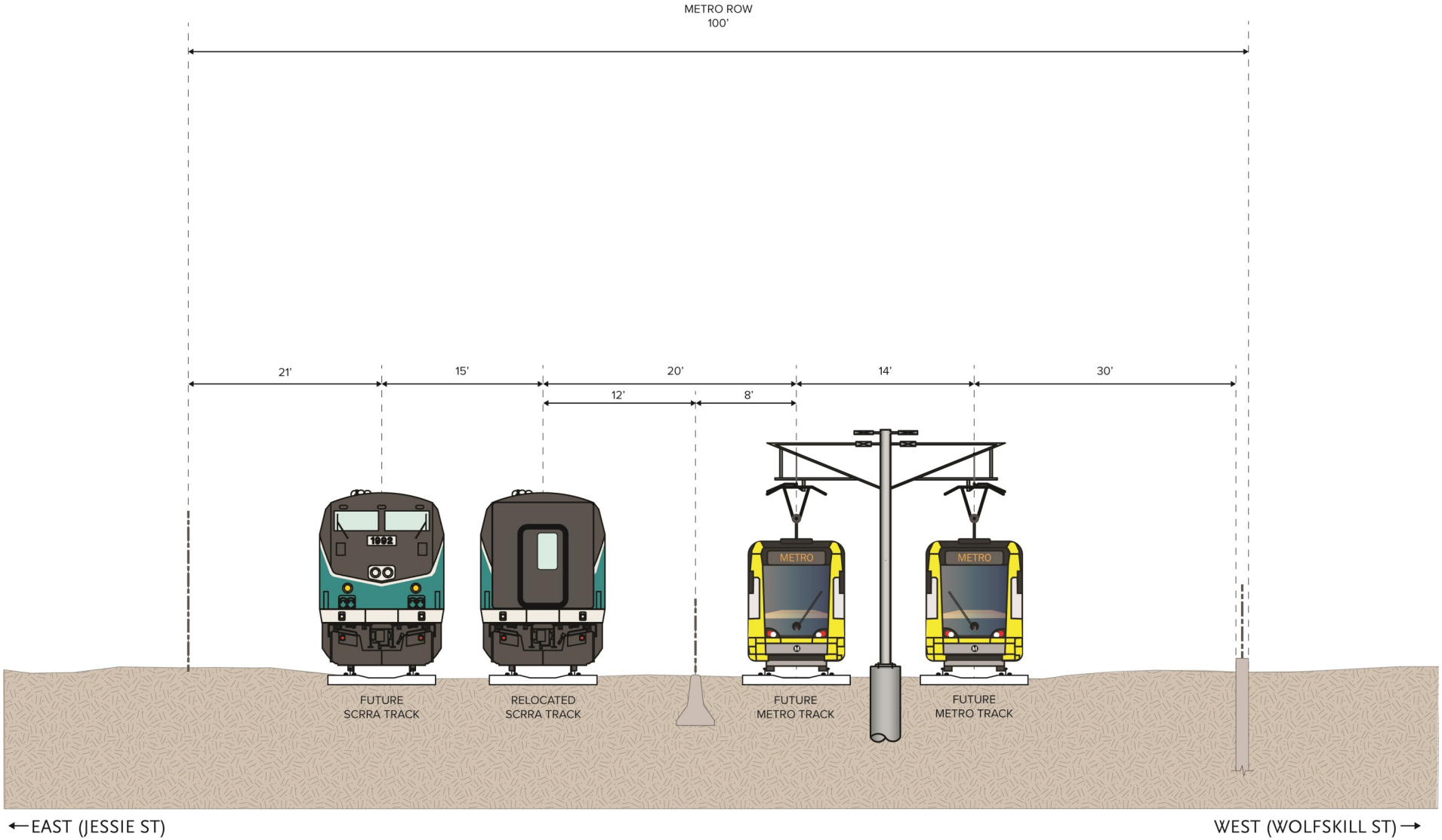
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenarios 2A and 2B



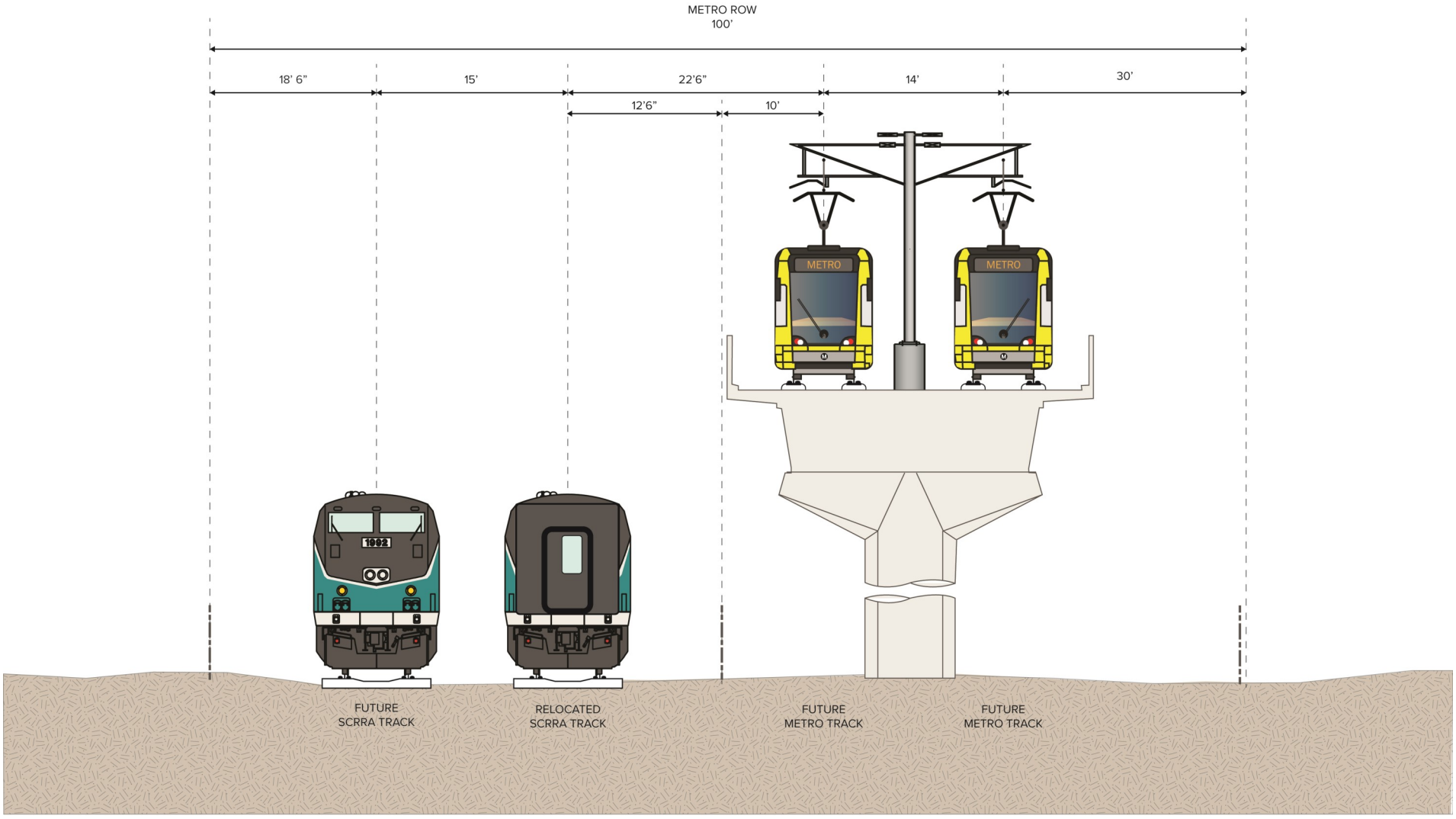
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1A: Full-Build LRT, Partial Grade Separation



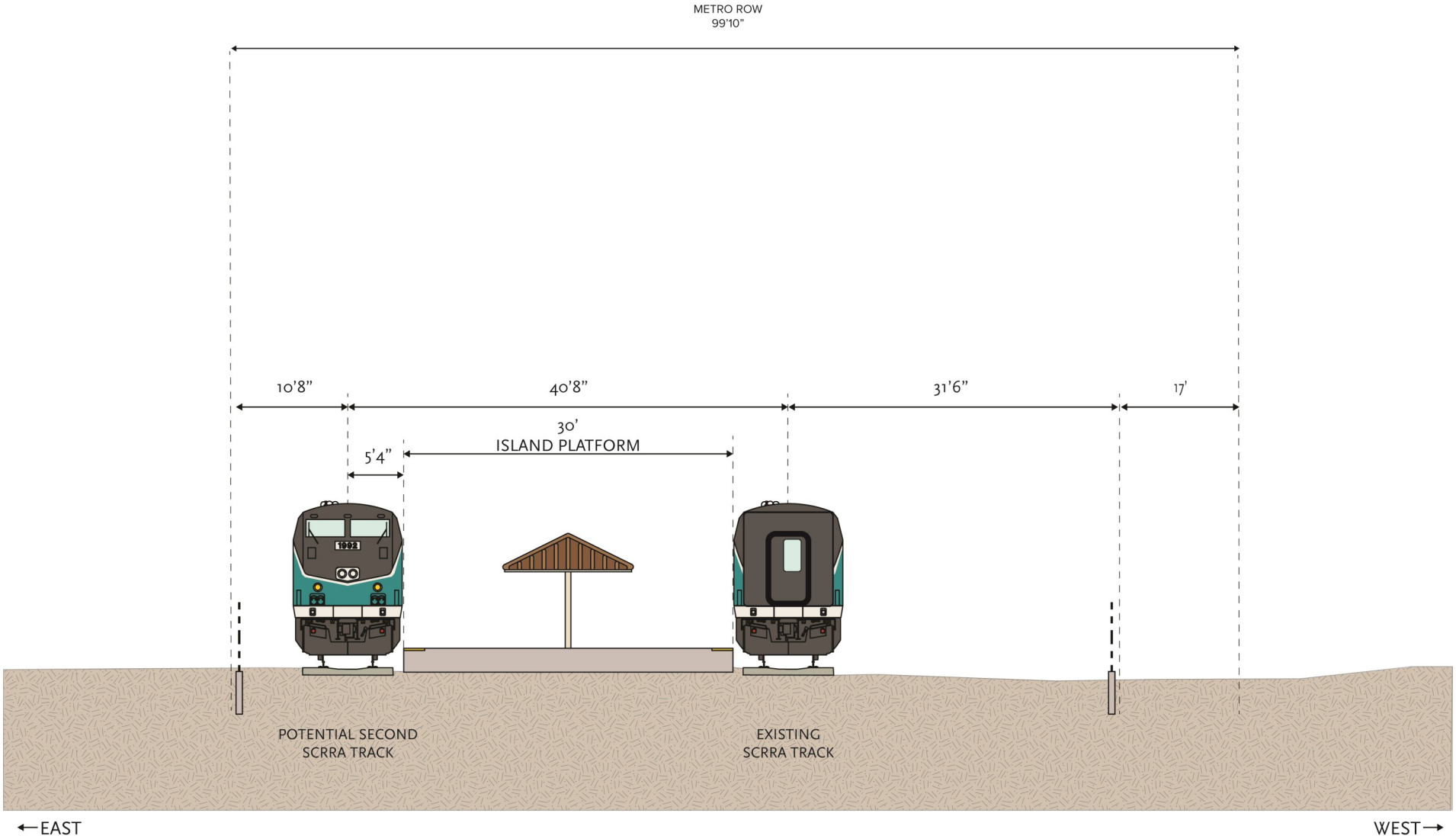
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1B: Full-Build LRT, Full Grade Separation



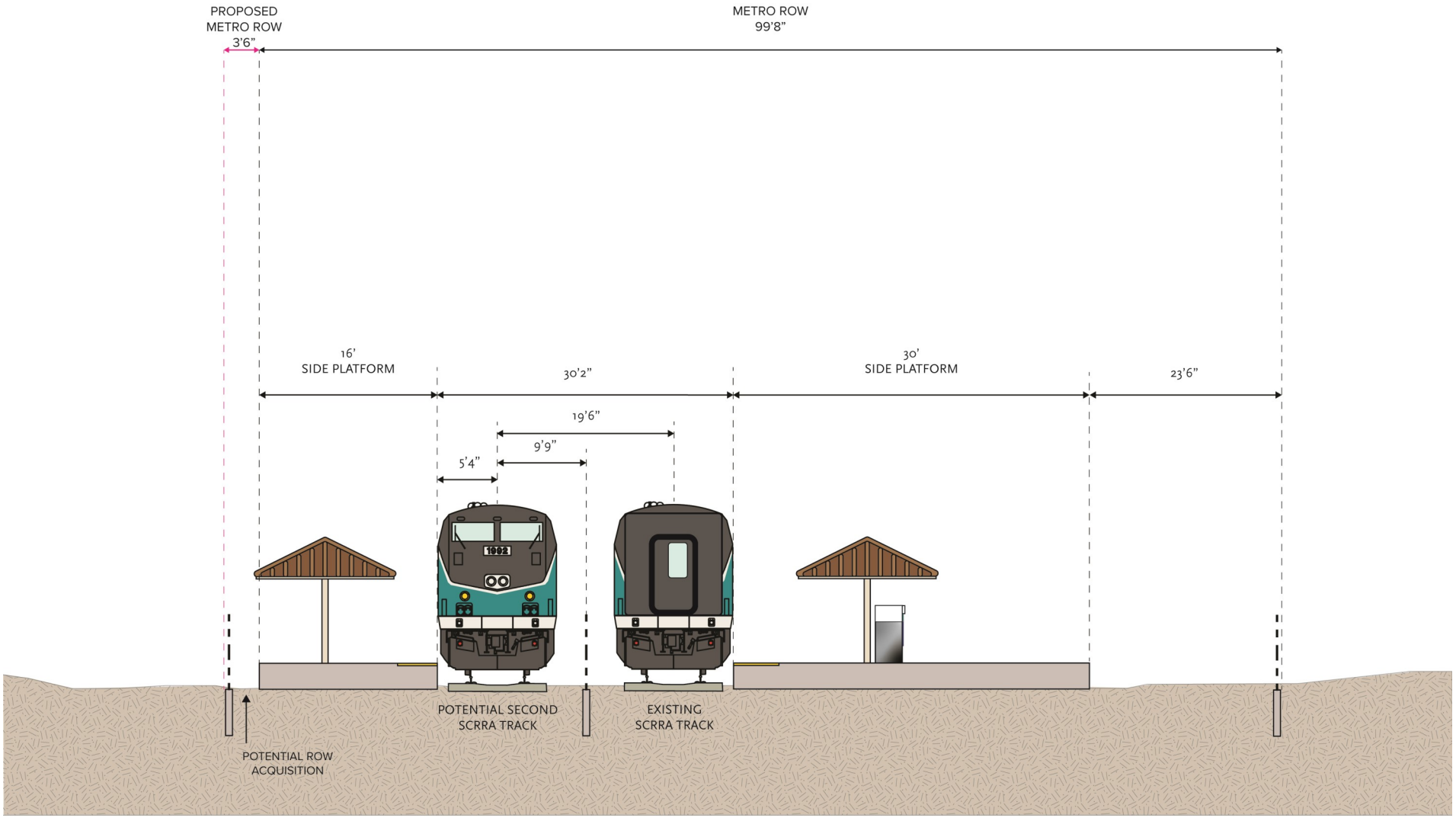
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2A: ESFV IOS Metrolink Station Island Platform



ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2B: ESFV IOS Metrolink Station Side Platforms



East San Fernando Valley Transit Corridor
Shared Right-of-Way Study

PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

Metro

RECOMMENDATION

CONSIDER:

A. **RECEIVING AND FILING** the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), Outreach Summary Report (Attachment B), Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

B. **AUTHORIZING** the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. **AUTHORIZING** staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL)
2. Design and conduct environmental clearance of a new Pacoima Metrolink Infill Station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration
3. Identify funds to program through a separate Board action for successful completion of the planned work

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR

East San Fernado Valley
LIGHT RAIL TRANSIT PROJECT

East San Fernando Valley
SHARED RIGHT-OF-WAY (ROW) STUDY

Characteristics & Assumptions of the ESFV Shared ROW Study

SCENARIO 1
Full Build of ESFV LRT

LRT*	AVL**	UPRR
20 x hr.	4 x hr.	1 x hr.

25 trains per hour

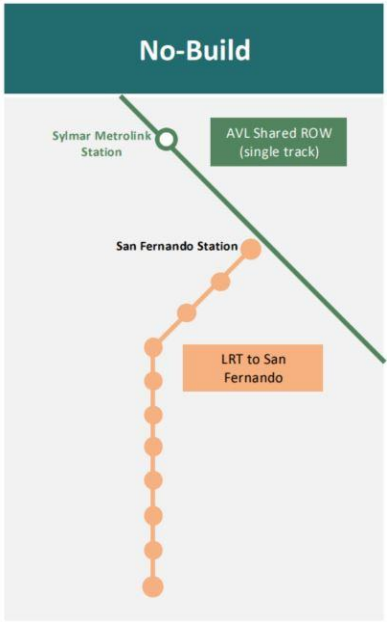
SCENARIO 2
ESFV LRT with New Metrolink Station

LRT*	AVL**	UPRR
0 x hr.	4 x hr.	1 x hr.

5 trains per hour

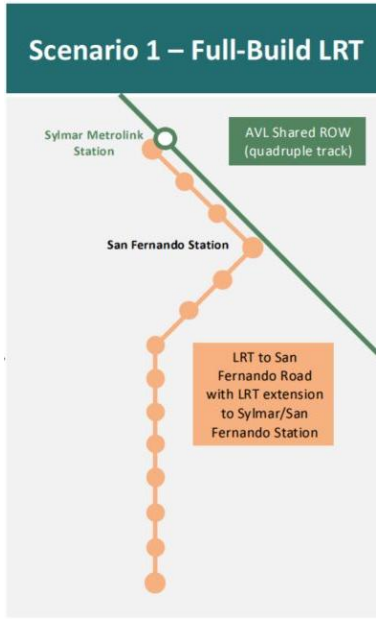
Scenarios Overview

No-Build



Ridership – 50,100
Costs: No Build
(Van Nuys LRT Only)

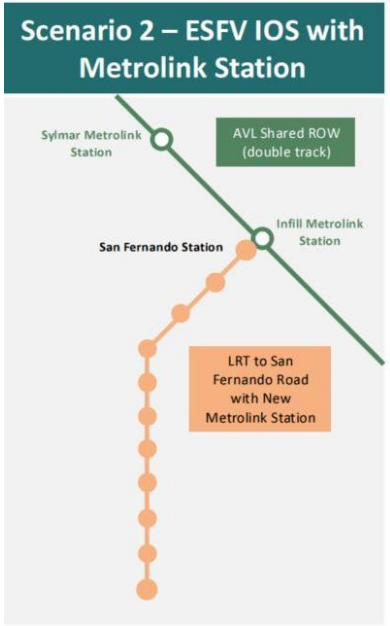
Scenario 1 – Full-Build LRT



Ridership – 62,900
Costs: $1.2 Billion

- LRT Extension
- 3 new Stations
- Narrow ROW in San Fernando requires grade separations and real estate takings

Scenario 2 – ESFV IOS with Metrolink Station



Ridership – 58,300
Costs: $200 Million

- New Pacoima Metrolink Station + Mobility Hub
- Metrolink Safety Improvements

Community Engagement

- Overall, the responses reflect a community that values **safety, connectivity, and comfort**.
- **Traffic congestion** remains a **major frustration**
- **Pedestrian safety is a recurring priority**, suggesting a strong desire for walkable, human-centered infrastructure
- **There's strong support for a mobility hub, with 3 in 4 (78%)** respondents noting that they would **very likely** or **somewhat likely** use the mobility hub
- Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings reaching nearly 900 people

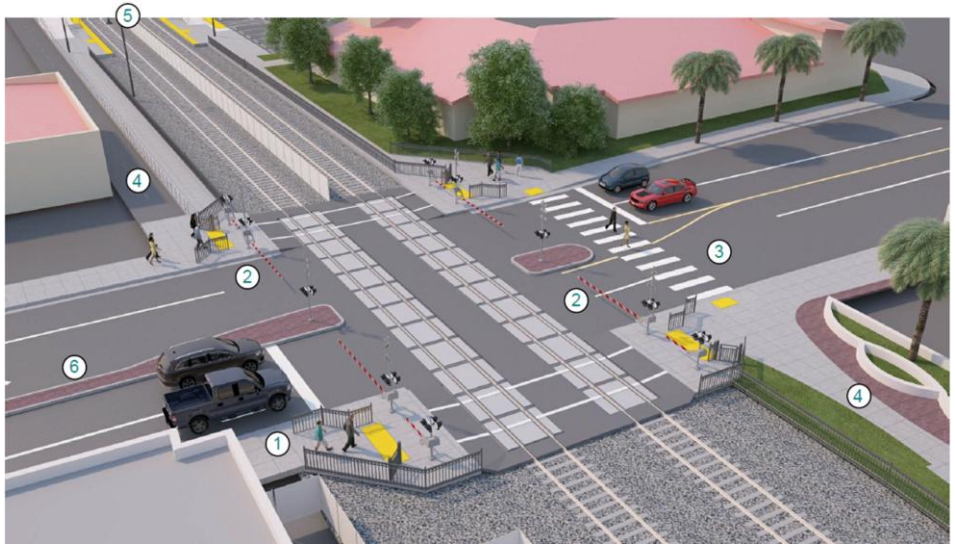
Resource Fair:

Conversaciones y Recursos (Conversations & Resources)

- 150 attendees (approx. 90% Spanish-speaking)
- Over 200 boxes of fresh produce distributed to event participants

Source : Percentage Date from Community Outreach Report (Attachment C)

Next Steps: Early Works & Pacoima Station Design



Railroad Crossing Safety Improvements

1. Pedestrian Safety Improvements
2. Four Quadrant Gate System
3. Crosswalk
4. Bike Path
5. Lighting & Signage
6. Raised Median

Pacoima Station Multimodal Strategic Planning Effort

1. Preliminary development and environmental clearance
2. Conceptual design of Pacoima Station
3. FLM Infrastructure and services
4. Pedestrian enhancements
5. Mobility Hub

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

File #: 2025-0948, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and an additional maximum target share request of $83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

ISSUE

In August 2025, the California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity totaling up to $218,369,000 for LA County over the five-year STIP period from Fiscal Year (FY) 2027 through FY 2031. Metro is charged with preparing and managing the Regional Transportation Improvement Program (RTIP) for LA County. The RTIP submittal, due to the CTC by December 15, 2025, requires Board approval.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2024. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of this report's recommendations.

Relationship to the 2024 STIP

The 2024 STIP FE identified a $216,817,000 target share for the LA County RTIP in FY 25 through

FY 29. The Metro Board approved the 2024 RTIP in November 2023 and the CTC approved the 2024 RTIP in March 2024. The 2024 RTIP carried over projects from the 2022 RTIP and programmed the total $216,817,000 share to planning, programming, and monitoring (PPM), minor increases for two State Route 710 Mobility Improvement Projects (SR-710 MIPs), and a new project to purchase 100 zero-emission buses (ZEB). In June 2024, $20,000,000 programmed for the construction of the SR-71 Expressway to Freeway Conversion between I-10 and Mission Road lapsed because the project was not ready for construction. The project was deleted from the STIP, and the lapsed funds have been restored to LA County's 2026 RTIP share. In June 2025, the CTC approved Metro's request to amend the 2024 RTIP to adjust funding amounts for the existing SR 710 MIPs and add two new SR-710 MIPs.

DISCUSSION

Proposed 2026 RTIP

The 2026 STIP FE includes a $134,483,000 target share for LA County, of which $5,724,000 may be programmed for PPM. The STIP FE capacity depends on fuel tax revenue and programmed and unprogrammed commitments statewide. The 2026 STIP FE is significantly less than the 2024 STIP FE due to a combination of declining gasoline tax revenue and greater unprogrammed costs such as program-eligible cost increases.

For the 2026 RTIP, Metro staff proposes to program up to the maximum target share of $218,369,000 for new projects, including up to $83,886,000 as an interest-free advance from LA County's estimated future STIP shares. CTC approval of STIP funds beyond a county's target share depends on funds being available from other counties programming below their target shares. While the CTC may choose to approve a lesser amount than Metro proposes in the 2026 RTIP, there is no risk to existing, near-term programmed projects, as all of the proposed funds are for new projects in outer years where funding plans may be revised to account for the outcome of CTC's 2026 STIP adoption.

To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan (LRTP), and the Southern California Association of Governments' Regional Transportation Plan.

Metro staff proposes programming funds for acquisition of ZEBs and chargers, one SR-710 MIP for the City of Los Angeles, one project in the SR-710 area for the County of Los Angeles for which the County intends to request inclusion as a SR-710 MIP, Eastside Transit Corridor Phase 2A, and PPM. The total amount of the additional maximum target share is requested for Eastside Transit Corridor Phase 2A. The proposed 2026 RTIP is in Attachment A. The project descriptions for all existing and proposed projects in the RTIP are in Attachment B.

The funds proposed for each project are based on current cost estimates and funding strategies that

have attempted to fund Metro's overall capital program, including the projects and programs in the Measure R and Measure M Expenditure Plans. Staff initially developed funding plans for the Eastside Transit Corridor Phase 2 project as well as the Vermont Transit Corridor, Southeast Gateway Line, and other high priority projects with consideration of the timing of project development as well as the grant funding cycles. Additional funding is allocated to these projects when project costs change or there is a project milestone, including the selection of the locally preferred alternative (LPA), approval of the life of project budget, or submittal to grantors for grant funding. This is done to demonstrate there is sufficient funding for the project. The Vermont Transit Corridor and Southeast Gateway Line projects were a better fit for other fund sources than STIP, and STIP was previously identified for the Eastside Transit Corridor Phase 2 project as part of the Measure M Expenditure Plan, 2020 LRTP development, and selection of LPA. After the CTC adopts the 2026 STIP in March 2026, Metro may amend the RTIP as part of the next STIP cycle or sooner if necessary to reflect updates to cost estimates and funding plans. CTC approval of such an amendment(s) is subject to STIP funding capacity. It is Metro's intent that STIP funds are delivered timely and result in successful project delivery. Should there be a lapse of STIP funds programmed to a local jurisdiction or other outside agency, Metro will not replace the lapsed STIP funds with new STIP funds. Metro will also not program RTIP funds in excess of the amount approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

Approval of the 2026 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2026 RTIP would have no negative impact to the agency. The 2026 RTIP fulfills prior and anticipated funding commitments for transportation projects in LA County.

Impact to Budget

The 2026 RTIP includes funding for FY 2027 through FY 2031 and has no impact to the FY 2026 budget.

EQUITY PLATFORM

The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. The Metro Board adopted 2020 LRTP, from which Metro staff identified the projects for the 2026 RTIP, and was built on a two-year engagement process. Metro conducted surveys, meetings, and engagement throughout LA County. It was a bottom-up approach, starting with open-ended surveys, from which candidate priorities were developed, and the following four were selected: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Projects were selected to fit these priorities. For instance, for Better Transit, the LRTP will fund more than 100 miles of fixed guideway transit over the next 30 years and for Less Congestion, the LRTP will invest in arterial and freeway projects to reduce congestion. The Measure M Expenditure Plan was similarly developed using a bottom-up engagement process, with input from local jurisdictions and subregional agencies, and approved by over 70 percent of voters in 2016.

Projects proposed in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M.

The transition to ZEBs systemwide is listed in the 2020 LRTP as an investment supporting the “Better Transit” priority area. Metro’s transition to ZEB technology will eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro’s service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro’s service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan’s Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. The County of Los Angeles’ Marengo Mobility Hub Project is within a Metro Equity Focus Community (EFC) in East Los Angeles. The proposed STIP funds will be used to provide a park and ride lot with electric vehicle charging stations, transit infrastructure, bicycle amenities, a public plaza, and wayfinding signage on the campus of the Los Angeles General Medical Center. The improvements will enhance connectivity, safety, and access to the Medical Center which is a major employment center. It will serve many existing transit lines, including three existing Metro Bus lines and Los Angeles County Public Works' Wellness Center Shuttle. The project was shaped by three rounds of engagement for the 710 North Mobility Hubs Plan. The City of Los Angeles’ Eagle Rock Boulevard Multi-Modal Transportation Improvements project does not overlap with a Metro EFC in the Eagle Rock community. Still, 35 percent of households in the project area are low-income and seven percent are zero-vehicle households so there is a need for the active transportation improvements proposed for STIP funding to improve access to destinations in the area such as the Solheim Senior Community, Occidental College, the future North Hollywood to Pasadena Bus Rapid Transit station, and local businesses. The City has been conducting public outreach and stakeholder engagement, including meetings with local schools, businesses, and residents to ensure community priorities are integrated into the final project design.

The Eastside Transit Corridor Phase 2 is included as a major transit investment in the 2020 LRTP supporting the “Better Transit” priority area. The project is also a Measure M Expenditure Plan Major Project. The initial operating segment, Phase 2A, proposed for STIP funding traverses through six EFCs along the eastern portion of Los Angeles County. This project will benefit these EFCs by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists.

VEHICLE MILES TRAVELED OUTCOME

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

VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes an investment in 0.6 miles of new lane miles which encourage driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to "provide high-quality mobility options that enable people to spend less time traveling" by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2026 RTIP. This option is not recommended as it would force LA County to forfeit up to $134,483,000 in formula funds until the next STIP cycle in two years. Additionally, failure to adopt the 2026 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with finalizing the 2026 RTIP submittal. The major milestones to secure the 2026 LA County RTIP are:

- December 15, 2025 - 2026 RTIP due to CTC
- February 5, 2026 - CTC holds Southern California 2026 STIP Hearing
- February 27, 2026 - CTC publishes staff recommendations
- March 19-20, 2026 - CTC adopts 2026 STIP

ATTACHMENTS

Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions

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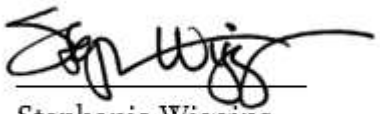

Stephanie Wiggins
Chief Executive Officer

Attachment A

2026 Los Angeles County Regional Transportation Improvement Program

($000s)

The table summarizes the projects programmed in the 2024 RTIP and the carryover and new programming proposed for the 2026 RTIP which has new funding capacity in FY 27 through FY 31.

Existing Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Highway and Local Road Improvement Projects							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal Highway	**9,603**	**21,524**	**8,630**	**4,270**			**44,027**
Rail and Transit Projects							
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Subtotal Transit				**200,633**			**200,633**
Active Transportation Projects							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Subtotal Active Transportation	**21,382**	**33,020**					**54,402**
TOTAL EXISTING	**30,985**	**54,544**	**8,630**	**204,903**			**299,062**
Proposed Programming	**Prior**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**Total**
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	**0**	**35,024**	**8,630**	**204,903**			**270,110**
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	**9,432**	**19,520**					**28,952**
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		**10,840**			**204,667**	**2,862**	**218,369**
NET NEW PROGRAMMING		**10,840**			**204,667**	**2,862**	**218,369**

Attachment B

2026 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing and new projects in the proposed 2026 RTIP. Additional project detail and performance information will be included in the 2026 RTIP submittal to the CTC.

Existing Projects

- The Caltrans Multimodal Mobility Improvements (SR-138 Segment 4) project has funds programmed in FY 27 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.

- The LA City Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project has funds programmed in FY 27 for construction of reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements will be made on Figueroa Street from S. Ave 60 to Meridian Street, on Meridian Street from Figueroa Street to N. Ave 63, and on N. Ave 63 from Meridian Street to Ruby Street.

- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street.

- The LA City Valley Boulevard Multi-modal/Safety Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The City of LA will deliver the project in three segments. The project scope for STIP funding will be amended to only Segment 1 between Union Station and Lincoln Park along Mission Road.

- The LA County Ford Blvd Traffic Corridor Improvements (N-S) project has funds programmed in FY 27 for construction of new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Blvd between Floral Drive and 3rd Street.

- Bus Acquisition #3 project has funds programmed in FY 29 for the purchase of 100 zero-emission buses (ZEBs). The project supports ongoing fleet replacement and transition to ZEBs.

Proposed Projects

- Bus Acquisition #4 project is proposed for funds in FY 30. The project will purchase 21 ZEBs.

- Bus Acquisition #5 project is proposed for funds in FY 30. The project will purchase 7 ZEB chargers to support the ZEBs acquired in Bus Acquisition #4.

- Marengo Mobility Hub is proposed for funds in FY 27. The project will provide a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage on the Los Angeles General Medical Center campus.

- Eagle Rock Boulevard Multi-Modal Transportation Improvements is proposed for funds in FY 30. The project will make active transportation improvements along local streets connecting to Eagle Rock Boulevard to support a 1.5 square mile network of complete streets.

- Eastside Transit Corridor Phase 2A is proposed for funds in FY 30. The project will build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project.

- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 26 through FY 29 for Metro planning activities. The 2026 RTIP proposes programming new PPM funds in FY 30 and FY 31.

2026 Regional Transportation Improvement Program

Planning and Programming Committee

November 19, 2025

File No. 2025-0948

Metro

Recommendation

APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.

Metro

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2026 RTIP programs the county's RTIP formula shares for the period from FY 27 through FY 31.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2026 STIP process.

Metro

2026 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

- Funding Program Alignment/Readiness
- Low Risk Tolerance for Use of Formula Funds
- Transportation Equity and Geographic Balance
- Consistent with Board Policies and Directives, LRTP, and RTP

Metro

RTIP Capacity

Shares	2022 RTIP	2024 RTIP	2026 RTIP
County Target	$0	$216,817,000	$134,483,000
Max Target Advance (from future shares)	$57,034,000	$991,876,000	$218,369,000

Metro

Proposed 2026 RTIP

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
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