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

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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 18, 2026**

SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' JUMP START AND MID TERM CAPITAL PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the San Gabriel Valley Jump Start and Mid-Term capital project definitions (Project) as identified in the San Gabriel Valley Transit Feasibility Study completed by the San Gabriel Valley Council of Governments (SGVCOG) in February 2024; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute Amendment 3 to the existing Memorandum of Understanding with the SGVCOG to continue design refinement of the Project, conduct additional outreach services, complete environmental clearance, and obtain Project approval for an amount not to exceed $3,888,839, bringing the total funding to $7,988,839.

ISSUE

At its January 2025 meeting, the Board approved $800,000 (Amendment 2) to initiate environmental clearance, community outreach, and conceptual engineering for the Jump Start projects (Segments 1 -4 and 6) and Mid-Term Plan projects (Project) as defined in the SGVCOG Transit Improvements Feasibility Study. The SGVCOG Study team has conducted extensive stakeholder and community outreach meetings and technical work in 2025/2026 and is anticipated to fully expend the allocated funds by early Spring 2026. To complete these planning efforts, in December 2025, the SGVCOG has requested an additional $3,888,839 to complete environmental reviews, community engagement, conceptual design, and receipt of Project approval.

BACKGROUND

In February 2020, the Board withdrew the State Route (SR) 60 Alternative and Combined Alternatives from the Eastside Transit Corridor Phase 2 project environmental study. In the same month, the Board also approved Motion 8.1 by Directors Solis, Hahn, Butts, Garcia, Fasana, and Garcetti, directing staff to 1) prepare a feasibility study and develop high-quality transit service

options to serve the San Gabriel Valley, and 2) include a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for the Eastside Transit Corridor Phase 2 Project (Attachment A). In May 2020, the Board passed Motion 5.1 by Directors Solis, Fasana, and Barger, directing staff to transfer funding to the SGVCOG to lead the study on the short- and long-term transit solutions (Attachment B).

Funding Received to Date

Prior to the SGVCOG's request for $3,888,839, Metro has to date provided a total of $4.1 million to fund SGVCOG's transit planning studies in phases, including:

- Phase 1 -- $1.5 million in an original MOU executed in February 2021 to initiate a feasibility study identifying short- and long-term transit solutions to serve the mobility needs in the SGV. Fifteen initial transit corridor improvement concepts were identified, addressing east-west and north-south corridor improvements, and of the 15, seven concepts (three east-west and four north-south corridors) were identified as most promising for improved transit services.

- Phase 2 -- $1.8 million in Amendment 1 as approved by the Board in June 2022, to refine the seven project alternatives, including development of conceptual-level engineering plans (5% design) and illustrative urban design drawings. The refinements led to recommended improvements that were divided into three priority-based groups including the Near-Term (six "Jump Start" segments), Mid-Term Plan (2035), and Long-Term Vision Plan (2050). In March 2024, the SGVCOG's Governing Board received and approved the final study report and directed SGVCOG staff to further develop project definitions, identify any appropriate environmental analysis needed, and work with Metro to request funding for this effort via the 2025 Metro Budget.

- Phase 3 -- $800,000 in Amendment 2 as approved by the Board in January 2025; at this time, the Board also received and filed the SGVCOG report. With these funds, the SGVCOG initiated additional outreach and continued project definition tasks to advance the Project.

DISCUSSION

In April 2025, SGVCOG and its consultant team held a kick-off meeting to initiate technical work and outreach for Phase 3 for the Project. Building on the completed Transit Feasibility Study, the SGVCOG and its consultant team continued with field data collection and technical parking and traffic circulation studies, extensive outreach efforts, evaluation of environmental analyses needed, and preliminary cost estimation, while working with Metro to identify funding. In August 2025, SGVCOG rebranded the current Phase 3 (Jump Start and Mid-Term) efforts to "SGV Forward."

City and Community Coordination

In Spring/Summer 2025, SGVCOG staff convened several cities in the Jump Starts Project area, including the cities of West Covina, Monterey Park, El Monte, Pomona, and South El Monte, to

discuss the Project and receive preliminary direction on the cities' goals, community outreach opportunities, and preferences. SGVCOG staff also discussed Transit Signal Priority (TSP) with the City of West Covina and coordinated with City of South El Monte on a traffic and parking study.

SGVCOG staff began stakeholder outreach meetings and preparation for collateral materials for participation in various community events in coordination with the cities of Monterey Park, Pomona, Rosemead, El Monte, and South El Monte in Fall 2025. In mid-September 2025, SGVCOG consultant staff attended the City of Monterey Park's Garvey Avenue Improvements Project community meeting. SGVCOG staff hosted outreach meetings in cities of Monterey Park and Rosemead in early 2026.

Starting November 2025, SGVCOG continued its engagement with community members in cities of West Covina, Monterey Park, Rosemead, El Monte, South El Monte, and Pomona. The purpose of these meetings was to provide updates to the study and gather feedback from the public. Public feedback received included support for shade structures at bus stops, landscaping preferences, traffic impacts, bike share, bus shelters, TSP and bus shelter amenities, and project design in relation to safety and security.

Transit Agency Coordination

In Summer 2025, SGVCOG staff met with Foothill Transit staff to discuss SGV Forward's project parameters, scope, and outreach plans, and to assess Foothill Transit's interest in serving as the transit operator. On August 29, 2025, SGVCOG staff provided a Project status update presentation to the Foothill Transit Governing Board.

Purpose of Funding Needed to Complete Phase 3

SGVCOG is requesting additional funding of $3,888,839 to:

- **Complete environmental clearance and seek Project approvals for Jump Starts 1-4 and 6 capital improvements by Spring 2027**. This includes development of BRT lane configurations, evaluation of traffic circulation, and parking analysis for segments along Atlantic Boulevard, Garvey Avenue, Valley Boulevard, and Holt Avenue.

- **Complete design refinement of the Project, conduct community outreach, complete environmental clearance and seek Project approval for Mid-Term capital improvements by Summer/Fall 2029.** The Mid-Term (2035) plan includes new east-west BRT improvements from Metro Atlantic Station in East Los Angeles to Pomona Transit Center, transit hub improvements at Metro Atlantic Station, El Monte Transit Center, Puente Hills Mall, Pomona Transit Center, and Pomona (North) Metrolink Station, new north-south BRT lanes along portions of Rosemead Boulevard, and additional TSP treatments on major arterials in the San Gabriel Valley.

Should the Board approve the Project definitions and authorize the recommended funding for design refinements, community outreach and environmental clearance, and as the SGVCOG completes each of these major milestones, Metro staff will return to the Board with recommendations for capital

Project approval(s) and/or funding plan(s) as appropriate.

DETERMINATION OF SAFETY IMPACT

Authorization of Amendment No. 3 to the MOU will not impact the safety of Metro's customers or employees, as the study is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The Metro Board has previously approved a total of $4.1 million to fund SGVCOG's transit planning studies. Approval of this amendment (Amendment 3 for Phase 3) for an additional $3,888,839 will bring the total approved programming amount to $7,988,839.

Billings to date for this study total $4,048,649. The project team anticipates invoicing for Amendment 3 to begin in FY26, and allocation of the remaining programming authority for Amendment 3 will be requested as part of future budget cycles from FY27 through FY29.

Since Phase 3 is a multi-year environmental planning, outreach, and design process, the Cost Center Manager and Chief Planning Officer will be responsible for making recommendations for budget consideration in future years based on Metro priorities and availability of funds. Annual budget approvals are pending annual evaluation of revenues and expenditures considerations by the Metro Board.

Impact to Budget

Funding for the San Gabriel Valley Transit Feasibility Study is included in the Board adopted FY26 budget of $1,250,000 in Cost Center 0441, Project Number 460233.

The source of funds for the recommended Board Action is Measure R, 35% for the Gold Line Eastside Extension, which is not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

The proposed Phase 3 study continues the previous work efforts to identify transit enhancements aimed at improving mobility and providing reliable transit options for a subregion with a high percentage of transit-dependent populations and Equity Focus Communities (EFCs). The study's objectives included:

- Reducing travel times and making transit more appealing than driving
- Connecting key origins and destinations in the San Gabriel Valley (SGV)
- Offering diverse transit options, especially for EFCs
- Increasing service frequency to underserved areas

- Promoting transit-oriented communities to address growth and housing needs

As part of the feasibility study that was received and filed by the Board in January 2025, a study area definition report was created to outline the boundaries of the study area and contextualize land use patterns, demographics, transportation network, and existing transportation services. The focus of the study was on EFCs, communities with historically limited economic access, specifically those where over 40 percent of households are low-income (earning less than $35,000 annually), where 80% of households are non-white, or where 10 percent of households lack access to a vehicle. The demographics analysis identified priority areas that require improved transit services, which comprise 27 percent of the census tracts within the study area. EFCs were primarily located in Pasadena and Azusa (both along I-210), as well as in the cities of Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60).

The Board's action to amend the MOU for the proposed Phase 3 Study is not anticipated to have equity impacts. The SGVCOG and its consultant followed the four pillars model included in Metro's Equity Platform Framework to identify and prioritize the needs of people living in EFCs in the Feasibility Study. Metro expects that the SGVCOG will continue to focus on serving EFCs throughout the Phase 3 study.

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 as it includes outreach and environmental clearance for the Project. The SGV Forward will enhance service by shortening passenger travel times and increasing service reliability and efficiency. This Project is expected to encourage a shift from single-occupancy vehicles to public transit. This item also supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the Metro Vision 2028 Strategic Plan. Specifically, SGV Forward supports Goals

#1 and #3 of the Strategic Plan: Goal #1. Provide high-quality mobility options that enable people to spend less time traveling and Goal #3. Enhance communities and lives through mobility and access to opportunity. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and addressing mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

ALTERNATIVES CONSIDERED

The Board could decide to not approve this action. This is not recommended as it would be inconsistent with Board-adopted Motion 8.1 (February 2020), which directed the development of an "implementation plan to design, environmentally clear and construct a high-quality transit option that will serve State Route 60 Corridor cities and potentially the communities near the Los Angeles County/San Bernardino County border."

NEXT STEPS

If approved, the CEO will execute Amendment 3 to the Memorandum of Understanding with the SGVCOG. Metro staff will continue to support SGVCOG's planning progress and invoicing toward completion of the following milestones:

- Spring 2027: Complete environmental clearance and seek Project approval for Jump Start Segments 1-4 and 6
- Summer/Fall 2029: Complete environmental clearance and seek Project approval for Mid-Term improvements

Metro staff will return to the Board with a recommendation for Project approval and/or funding plan as appropriate, not limited to Measure R or M funds depending on sales tax receipts, and/or other external grants.

ATTACHMENTS

Attachment A - Motion 8.1 (February 2020)
Attachment B - Motion 5.1 (May 2020)
Attachment C - Project Map

Prepared by: Maressa Sah, Project Manager, (213) 922-2462
Jill Liu, Senior Director, Countywide Planning and Development, (213) 922-7220
Dolores Roybal Saltarelli, Deputy Executive Officer, Countywide Planning and Development, (213) 922-3024
David Mieger, Senior Executive Officer, Countywide Planning and Development, (213) 922-3040
Allison Yoh, Senior Executive Officer, Countywide Planning and Development, (213) 922-7510
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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

Stephanie Wiggins
Chief Executive Officer