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REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026

Motion by:

DIRECTORS HAHN, RICHARDSON, SANDOVAL, SOLIS, and BASS

Commuter Rail Station in the City of Pico Rivera Project Seed Funding, CA High Speed Rail Delivery and Implementation Motion

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is the second busiest intercity rail corridor in the United States and one of California's most important corridors carrying both freight and passenger rail services, including BNSF, Metrolink, Amtrak, and eventually California High Speed Rail. The shared-use environment combined with aging infrastructure creates operational constraints and inefficiencies that ultimately limit rail capacity and stimies economic potential in one of the nation's most economically productive regions. These issues are especially acute in the Los Angeles-to-Anaheim segment, where freight and passenger operations converge creating a significant bottleneck in the regional railroad system. Strategic railroad investments are essential to optimize rail capacity, efficiency, reliability, supply-chain performance, regional mobility, and Southern California's long-term competitiveness.

More specifically, investments that separate freight and passenger movements offer greater operational flexibility, reduce delays, strengthen goods movement, contribute to ridership growth, and maximize the value of existing and planned infrastructure. The Commerce-to-Pico Rivera segment represents a critical opportunity for such investments. For example, the State-supported Commerce Flyover Viaduct Project is intended to reduce freight congestion and operational conflicts, while relocating the Commerce Metrolink Station to a more suitable location that is conducive to developing transit-oriented communities.

The California High-Speed Rail Authority's Los Angeles-to-Anaheim environmental process has also identified the Commerce Station relocation as formal mitigation associated with the Commerce Flyover project, reinforcing the operational connection between the two projects.

As outlined in Metro's Pico Rivera Regional Rail Station Feasibility Study, the preferred station location is a direct result of stakeholder consensus, public participation, technical merit, and benefits to both freight and passenger rail operations. The Study also accounts for Pico Rivera's ongoing efforts to seamlessly connect Metro's E-Line Extension (East LA to Whittier), enhanced bus service on Rosemead/Lakewood Boulevard, and the active transportation system along the Rio Hondo and

San Gabriel River. The convergence of light rail, regional rail, bus service, and active transportation facilities within a half-mile radius serve as the foundational catalyst for establishing a robust transit-oriented community, multimodal hub, and downtown urban district in Pico Rivera.

In short, the Pico Rivera Regional Station is a boon for significant economic activity and urban development in Southeast Los Angeles County and the Gateway Cities sub-region, unlocking immense potential for railroad optimization, increased housing supply, ridership growth, climate resilience, job creation, employment, commercial investment, and public-realm improvements.

In March 2026, Metro directed staff to identify resources to initiate preliminary engineering designs and environmental review. At this stage, Metro seed funding would accelerate planning, design, and environmental work while positioning the High Speed Rail Authority to cost-effectively invest in the relocation of the Commerce Station to Pico Rivera. Seed funding now would strengthen the LOSSAN corridor, improve freight and passenger operations, expand regional mobility, boost transit-oriented development, and strengthen the economy.

SUBJECT: COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA PROJECT SEED FUNDING, CA HIGH SPEED RAIL DELIVERY AND IMPLEMENTATION MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Richardson, Sandoval, Solis, and Bass that the Board direct the Chief Executive Officer to advance the following objectives pertaining to the Pico Rivera Regional Rail Station:

A. Identify, program, and authorize a maximum not-to-exceed of $6 million in Metro controlled funds toward the Pico Rivera Regional Rail Station Project for preliminary engineering design, environmental documentation, project approvals, and to be repaid by CAHSR in full upon completion and inclusion ultimately in CAHSR budget as a mitigation required to be paid for by the implementing agency;

B. Acknowledge the approval on Thursday, September 17, 2026, by the San Gabriel Valley Council of Governments Governing Board to serve as the implementing Agency of Record on behalf of the CA High Speed Rail Authority, Metro and the City of Pico Rivera;

C. Negotiate and execute a Master Funding Agreement and other necessary documents with the SGVCOG, the CA High Speed Rail Authority, and the City of Pico Rivera establishing project roles, responsibilities, funding requirements, delivery terms, and conveying the approved Metro funds as appropriate;

D. Continue collaboration with SGVCOG, Pico Rivera, CAHSR, BNSF Railway, Metrolink, Amtrak/LOSSAN, Commerce, Montebello, and other corridor stakeholders to advance design and environmental clearance, expedite project delivery, and support ongoing advocacy efforts at the State and federal levels;

E. Evaluate opportunities and extend support for transit-supportive land use planning and

development efforts in the City the Pico Rivera; and

WE FURTHER MOVE that the CEO complete the above-directed actions within 90 days.