Arroyo Verdugo Communities Joint Powers Authority

ITEM# IX B

DATE: February 5, 2026

TO: Governing Board

FROM: **David Kriske, AVCJPA Representative, Metro Technical Advisory Committee**

SUBJECT: Metro Technical Advisory Committee Updates

RECOMMENDATION

Note and File.

BACKGROUND

The Metro Technical Advisory Committee (Metro TAC) meets monthly to provide input on Metro programs and projects, and to hear updates on various Metro programs that affect the cities, subregions, and Councils of Government in Los Angeles County. The following report summarizes the major projects or programs recently discussed at TAC.

DISCUSSION

Metro G Line Improvements Update

Metro staff provided an update on improvements being made to the Metro G (Orange) Line. The Metro G Line Improvements project is a locally and state-funded initiative aimed at enhancing safety, reducing travel times, and improving overall reliability on the line. Major elements include constructing grade separations at Van Nuys and Sepulveda Boulevards, building a new aerial station at Van Nuys Boulevard, and installing 13 gated intersections equipped with railroad-style gates. The project is also a "28 by 28" project tied to the 2028 Olympic venue at the Sepulveda Basin and must be substantially completed in roughly two and a half years. Construction is already underway on the Van Nuys grade separation and aerial station, where Metro's contractor demolished the original station in March 2025 and has now begun work on the gated intersections, traffic signal improvements, and resurfacing. Metro is coordinating with LADOT's Chandler cycle track project at seven intersections to make some improvements that will allow the Cycle Track project to be constructed more efficiently and with less community disruption. All project components, including bridges and gates, are being designed and built to be compatible with future light rail transit (LRT) conversion.

Metro Short Range Transportation Plan

Metro staff provided an update on the Metro Short Range Transportation Plan (SRTP). The 2025 SRTP provides a financially constrained, 15-year roadmap that builds on the 2020 Long Range Transportation Plan, serving as a detailed progress report and strategy for building, operating, and maintaining mobility across Los Angeles County. It outlines a vision for $220 billion in total investments, with the largest shares directed toward rail and bus transit projects (including capital improvements), alongside operations and highway initiatives. The updated SRTP identifies key

successes since the 2020 LRTP, including strong ridership recovery post-pandemic, the opening of the LAX/METRO Transit Center station, and the extension of the A Line to Pomona. However, the SRTP also identifies a looming "fiscal cliff" driven by rapidly escalating construction costs, aging infrastructure needs, and limitations in traditional funding sources. As a result, four specific projects have been flagged for potential funding shortfalls: Southeast Gateway Line Phase 1, Highway/Express Lanes Capital Program, 3) Sepulveda Transit Corridor, and 4) Rail-Bus Operations Center. The Metro Board will need to pursue innovative financing options to advance these projects identified in the SRTP.

Metro Transit Oriented Communities Program Update

Metro provided an update on its Transit Oriented Communities (TOC) Program. The TOC Strategic Initiatives Program partners with local jurisdictions and small businesses to support and sustain communities during and after major transit construction projects, emphasizing economic development and funding for transit-supportive planning. Key components include the Pilot Investment Fund, which offers small businesses and eligible nonprofits access to technical assistance, fixed asset loans, and both short-term and long-term working capital loans to help them thrive amid transit-related changes. This program will be piloted with the K Line extension. Complementing this program is a Technical Assistance Program that provides up to $200,000 per award for jurisdictions in eligible areas (typically near major transit stops) to fund transit-oriented studies, plans, and related efforts to improve neighborhoods around major transit stops, alongside a dedicated Grant Writing Assistance Program to help small businesses secure funding for business ideas that support transit stops.

Metro Complete Streets Training Program Update

Metro provided an update on its Complete Streets training program. This program is designed to build technical expertise among local jurisdictions in planning and designing streets that safely and equitably accommodate all users. The target audience of the program is public sector professionals, engineers, safety officials, and similar roles. The program emphasizes both in-depth technical knowledge and opportunities for peer networking. It is structured into four progressive modules, starting with high-level introductions to Complete Streets principles and advancing to more hands-on technical workshops and focused design sessions. The final Module 4, which focuses on specific corridor and intersection design, has been scheduled for January 2026. As part of the program, Metro holds open calls for case study submissions that allow Cities to propose examples of projects that can be studied as part of the training program sessions. Overall, the series supports Metro's broader goals of fostering safer, more inclusive streets across Los Angeles County through education and collaboration.

FISCAL IMPACT

There is no Fiscal Impact to receive this TAC update.