



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

**TRANSPORTATION COMMITTEE
MEETING AGENDA**

Monday, August 4, 2025 — 11:30 a.m.

City of Santa Clarita
Newhall Community Center
22421 Market St. Newhall, CA 91321

COMMITTEE MEMBERS

Chair: Councilmember Marsha McLean, City of Santa Clarita
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Councilmember Adrin Nazarian, 2nd District, City of Los Angeles
Councilmember Nithya Raman, 4th District, City of Los Angeles
Vice-Mayor Tamala Takahashi, City of Burbank

STAFF

SFVCOG Fiscal Agent: Rachelle Anema, County of Los Angeles
SFVCOG Secretary: Los Angeles County Commission's Office
SFVCOG Executive Director: John Bwarie
Elizabeth Pennington, Deputy County Counsel, County of Los Angeles
Ayano Wolff, Deputy County Counsel, County of Los Angeles
Andrew Said, Deputy City Attorney, City of Los Angeles

OPEN SESSION

1. CALL TO ORDER — Marsha McLean, Committee Chair

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. PUBLIC COMMENTS

5. TRANSPORTATION COMMITTEE MINUTES ([Page 4](#))

Recommended Action: Approve Transportation Committee Meeting minutes.

Public Comment/Correspondence

6. SEPULVEDA TRANSIT CORRIDOR ([Page 10](#))

Recommended Action: Review Draft Environmental Impact Report (DEIR) and recommend alternative(s) to support.

Public Comment/Correspondence

7. OLIVE BRIDGE REPLACEMENT ([Page 13](#))

Recommended Action: Approve a position of support for the Olive Bridge Replacement Project.

Public Comment/Correspondence

9. ANNOUNCEMENTS

10. NEXT MEETING

Transportation Meeting: October 6, 2025 at 11:30am in Santa Clarita

11. ADJOURNMENT

Notices:

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in the public meeting, requests will be met to the extent feasible. Email info@sfvcog.org for accommodation. The entire agenda package and any meeting related writings or documents provided to a majority of the Board of Directors after distribution of the agenda package, unless exempt from disclosure pursuant to California Law, are also available.



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

TRANSPORTATION

COMMITTEE MEETING

MINUTES DRAFT

Monday, June 2, 2025 - 11:30 a.m.

City of Burbank

CSB Community Room (1st Floor)

150 N. Third St Burbank CA 91502

COMMITTEE MEMBERS

Chair: Councilmember Marsha McLean, City of Santa Clarita

Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles

Councilmember Adrin Nazarian, 2nd District, City of Los Angeles

Councilmember Nithya Raman, 4th District, City of Los Angeles

Vice-Mayor Tamala Takahashi, City of Burbank

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Elizabeth Pennington, Deputy County Counsel, County of Los Angeles

Ayano Wolff, Deputy County Counsel, County of Los Angeles

Andrew Said, Deputy City Attorney, City of Los Angeles

OPEN SESSION

1. CALL TO ORDER - Marsha McLean, Committee Chair

Chair Councilmember Marsha McLean called the meeting to order at 11:49 a.m.

2. ROLL CALL

Roll call was conducted by staff.

Quorum Established (5 Members):

Present 5: Chair Councilmember Marsha McLean
Vice-Mayor Tamala Takahashi
Dave Perry for Supervisor Kathryn Barger
Daniel Lopez for Councilmember Adrin Nazarian
Mehmet Berker for Councilmember Nithya Raman

3. PLEDGE OF ALLEGIANCE

Dave Perry for Supervisor Kathryn Barger led the Pledge of Allegiance.

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. PUBLIC COMMENTS

No members of the public addressed the SFVCOG Transportation Committee.

5. TRANSPORTATION COMMITTEE MINUTES (Page 3)

Recommended Action: Approve Transportation Committee Meeting minutes

On motion of Dave Perry for Supervisor Kathryn Barger, seconded by Mehmet Berker for Councilmember Nithya Raman, the SFVCOG Transportation Committee approved the April 7, 2025 and December 2, 2024 Meeting minutes with the following roll call vote:

AYES 5: Chair Councilmember Marsha McLean
Vice-Mayor Tamala Takahashi
Dave Perry for Supervisor Kathryn Barger
Daniel Lopez for Councilmember Adrin Nazarian
Mehmet Berker for Councilmember Nithya Raman

6. METRO UPDATE

A. Connectivity increases for the Sepulveda Transit Corridor

Karen Swift, Deputy Executive Officer, LA Metro informed the committee that Stephanie Molen, LA Metro, provided an update on the release of the draft Sepulveda Transit Corridor Project Environmental Impact Report.

B. Governor Newsom's May Revise, specific to Transportation funding.

Alex Amadeo, Senior Manager of State Government Relations, LA Metro, provided an update regarding Governor Newsom's revision to the proposed FY 25-26 budget. The Governor's proposed budget in January 2025 presented a balanced budget with a modest surplus, however the state has since experienced a series of significant events resulting in a worsened fiscal outlook. The May Revision now projects an estimated state budget deficit.

The May Revision maintains the state's proposed \$1 billion dollar investment in the Transit and Intercity Rail Capital Program (TIRCP). From Metro's perspective, the proposed budget includes approximately \$50 million dollars for the A Line Foothill Extension and \$200 million dollars for the Southeast Gateway Line. The revision also includes \$17.6 million dollars in one-time funding to support transportation project planning associated with the 2028 Olympic and Paralympic Games. However, the proposal makes cuts to the Zero-Emission Transit Capital Program, including \$201 million dollars in cuts from Metro's Zero-Emission Transit Capital Program funding.

Additionally, the Governor expressed a desire to extend the cap-and-trade program, renamed as Cap-and Invest, through 2045 in order to provide greater market certainty and align with the state's Carbon Neutrality goal.

The Governor is also proposing to shift \$1.5 billion dollars to the Greenhouse Gas Reduction Fund on an ongoing basis to support CalFire.

Alex Amadeo indicated that, constitutionally, the state must pass the budget by June 15, 2025.

After being asked about possible affects the budget may have on the Metrolink Antelope Valley Line, Alex Amadeo indicated they would provide a follow-up, written update.

Following Alex Amadeo, Anthony DeFrenza, Deputy Executive Officer, Project Manager, LA Metro and Matt Evans, Construction Relations Manager, LA Metro provided a requested update on the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. The BRT will be a zero-emission vehicle that travels a 19 mile-corridor. There is a demonstrated need for transit operation between the San Gabriel and San Fernando valleys. The BRT Project is expected to improve accessibility to communities who need public transit. The BRT is expected to attract 30,000 daily riders.

The BRT stations are expected to be modular and built on existing sidewalks. The stations will provide shade, lighting, next-bus arrival information, and a BRT brand that will make them identifiable. Construction on BRT Stations is expected to begin at the end of 2025. In order to ensure the community is aware of design updates being made to this project, quarterly community meetings will be hosted. Community updates are also being shared via e-mail lists and information booths.

In addition to design updates, construction updates will also be provided. There is continuous coordination with businesses along the corridor to ensure they are aware of impacts to driveways and parking.

Recommended Action: *Receive and file*

7. AVL CMAQ UPDATE

Brian Balderrama, LA Metro, provided an update. Metrolink submitted a CMAQ application to Metro on behalf of the Antelope Valley Line (AVL) Capacity and Service Improvement Program. The application consists of two phases, Phase 1 improvement includes Balboa Double Track, Brighton to McGinley Double Track, and the Canyon Siding Extension. The application also mentions Phase 2 improvements for the Lancaster Terminal.

The Countywide Planning Development Department, which is responsible for ranking Los Angeles County projects, is reviewing the application. The list of ranked projects will be submitted to the Metro Board for adoption at the July 16, 2025 Planning & Programming Committee meeting. Letters of support or in-person verbal support may be provided at the July 16, 2025 Planning & Programming Committee meeting or the July 24, 2025 Board meeting.

The committee indicated their current position is to support this project.

Recommended Action: *Consider direction to staff and recommendations to the Board*

8. SAN FERNANDO RAIL RIGHT-OF-WAY UPDATE

Karen Swift, Deputy Executive Officer, LA Metro joined by David Mieger and Brian Balderrama, also of LA Metro provided an update.

David Mieger, Senior Executive Officer, LA Metro provided background context and an overview of the varying track, platform, and right-of-way sizes. David Mieger also discussed possible light rail connection options, including an extension or a new station that would effectively be a transfer point or "mobility hub."

Brandy Alvarez, Deputy Project Manager, San Fernando Shared Right-Of-Way Study provided an overview of the Shared Right-Of-Way characteristics and assumptions. The overview included assumed scenario variations for various train types. Brandy Alvarez also explained potential traffic and right-of-way impacts.

Brandy Alvarez highlighted the proposal of the development of a potential new Metrolink station, a Pacoima "mobility hub." This solution would allow for the integration of multiple mobility modes, including bus, rail, and micro-mobility services, as well as the potential for open space.

David Mieger provided an overview of the safety components, possible ridership, and cost-effectiveness associated with the proposed "mobility hub."

Karen Swift provided an update on Metro's previous and pending communication efforts associated with the Right-Of-Way project and the proposed "mobility hub."

The committee indicated that they would agendaize a discussion, with a request additional information from Metro, of the Right-Of-Way project for the July 14, 2025 San Fernando Valley Council of Governments (SFVCOG) Meeting.

Paul Dyson provided public comment to the SFVCOG Transportation Committee.

Recommended Action: *Consider a recommendation to the Board*

9. METROLINK UPDATE

Projects related to connectivity, services, ongoing initiatives, capital planning, and funding.

Rory Vaughn, Senior Manager of Planning and Development, Metrolink provided an update. Metrolink's strategy, which included service improvements and strategic time-connection, has resulted in ridership growth. Metrolink's goal for the Antelope Valley Line is half-hourly service to Santa Clarita and hourly service to Lancaster. This goal should be feasible with the completion of the Balboa Double Track, Brighton to McGinley Double Track, and Canyon Siding Extension projects, which will add additional tracks.

Recommended Action: *Discuss agenda items*

10. ANNOUNCEMENTS

No announcements were made at this time.

11. ADJOURNMENT

Chair Councilmember Marsha McLean adjourned the June 2, 2025 meeting at 1:07 p.m.

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San Fernando Valley Council of Governments

DATE: July 31, 2025
TO: SFVCOG Transportation Committee
FROM: John Bwarie, Executive Director
RE: **Sepulveda Transit Corridor DEIR Recommendations**

RECOMMENDATION:

Discuss and recommend to the Board an alternative or components of an alternative as presented in the Draft Environmental Impact Report (DEIR) for the Sepulveda Transit Corridor Project.

BACKGROUND

At the June 2025 SFVCOG Transportation Committee meeting, the committee members discussed the recently released Draft Environmental Impact Report (DEIR) for the Sepulveda Transit Corridor Project has been officially released. This was presented to the full Board at the July Board meeting, and the Board referred it back to the Transportation Committee for further consideration.

The Sepulveda Transit Corridor is a generational infrastructure project that will deliver a high-speed, high-capacity rail connection between the San Fernando Valley and West Los Angeles, and eventually LAX. Currently, over 400,000 daily vehicle trips occur through the Sepulveda Pass, a significant source of congestion, emissions, and lost productivity.

For the SFVCOG, this project represents a great opportunity to shape mobility not just in the southern San Fernando Valley but throughout the SFVCOG region. The project can interface with key Valley transportation assets including the East San Fernando Valley Light Rail Project, the G Line (Orange), and the Metrolink Ventura County Line. This means it will form the backbone of an interconnected SFV regional rail network, enabling residents to move across the region without relying on a car.

Most alternatives in the DEIR propose a direct connection from Van Nuys Metrolink Station or the G Line in Sherman Oaks south through the Sepulveda Pass, reducing one-hour car commutes to 20–30 minute transit rides. Metro's analysis projects daily ridership as high as 180,000 by 2045, much of it driven by SFV regional-based commuters.

SEPULVEDA TRANSIT CORRIDOR DEIR ALTERNATIVES – SFVCOG REGION IMPACTS

Alternative 1: Aerial Monorail

A fully aerial monorail running mostly within the I-405 from Van Nuys through the Sepulveda Pass.

- Valley impact: There is direct connection from the Valley to West LA via the I-405 corridor, reducing Valley commute times to less than 20 minutes.
- Community feedback: Low estimated disruptions to local traffic, but lacks direct Westside connectivity.

Alternative 3 – Hybrid Monorail

Begins aerial in the Valley then tunnels underground after the Getty Center to enable direct service to UCLA and the D Line.

- Valley impact: Retains aerial build through Valley communities, potentially faster and more integrated than Alt 1; minor tunneling site construction near the Pass.

Alternatives 4 & 5 – Automated Heavy Rail (HRT)

Both use heavy-rail technology with stations in the Valley and through the pass;

- Alt 4: Partial aerial between Van Nuys and Sherman Oaks;
- Alt 5: Fully underground in this Valley segment.
- Valley impact: Offers regional rail connections, faster from 18 to 30 min end-to-end travel leading to higher ridership, but possible construction disruption, Alt 4's aerial format could impact local neighborhoods and displace more businesses or homes in the Valley.

Alternative 6 – Driver Operated Heavy Rail

A shorter heavy-rail line entirely tunneled beneath Van Nuys Boulevard, connecting them west toward Sawtelle and Expo line.

- Valley impact: Deep tunneling minimizes surface disturbance but offers limited southern connectivity, terminating before reaching key Westside transit hubs

Why This Matters for the San Fernando Valley

- Speed & performance: Heavy rail alternatives (Alt 4,5,6) deliver the fastest service (between 20 and 30 minutes), while monorail (Alt 1,3) is slower and sometimes requires bus transfers.
- Connectivity: Heavy rail provides direct transfers to the G, D, E lines and Metrolink which are important for local commuters. Monorail options risk requiring additional transit connections.
- Community impact: Aerial options (Alt 1, 4) may disrupt neighborhoods with elevated structures, while tunneling options reduce surface impacts but come with higher upfront costs.
- Ridership potential: Heavy rail is projected to attract significantly more daily boardings (approx 124k) than monorail options.

Since 2014, the SFVCOG has made the Sepulveda Transit Corridor a top priority. In 2016, the Board supported Measure M, which dedicated \$1.4 billion in local funds to the project. SFVCOG has engaged Metro throughout the planning process and in June 2023 adopted its *Principles for the Sepulveda Transit Corridor*, a framework to ensure the final design aligns with SFVCOG mobility, equity, and environmental priorities.

With the DEIR now available, the SFVCOG is entering a pivotal stage of advocacy to shape the project's Locally Preferred Alternative. The SFVCOG believes the final alignment must:

- Provide fast, frequent, and affordable service for SFV regional commuters;
- Integrate with regional SFV stations and transit lines;
- Minimize environmental and construction disruption especially in transit-dependent areas;
- Create station areas that enable future housing and mixed-use development opportunities without displacement.

CURRENT POSITIONS

In June 2023, the Board adopted *Principles for the Sepulveda Transit Corridor* ([attached below](#)) to guide the SFVCOG's position on the development of the Sepulveda Transit Corridor.

In June 2025, the SFVCOG Transportation Committee recommended that the SFVCOG Board:

1. Reaffirm SFVCOG's support for the Sepulveda Transit Corridor as a top regional transit priority.
2. Advocate for a Locally Preferred Alternative (LPA) that:
 - Reflects the *Principles for the Sepulveda Transit Corridor* adopted by the Board in June 2023;
 - Ensures Valley communities are treated equitably during design and construction;
 - Delivers strong regional connectivity, particularly at major transit transfer points;
 - Minimizes adverse impacts, especially to the East San Fernando Valley Light Rail.
3. Direct staff to submit formal comments on the DEIR consistent with these principles and coordinate with member jurisdictions on collective advocacy.

Board Report - Sepulveda Transit Corridor Update 2025



San Fernando Valley Council of Governments

Principles for the Sepulveda Transit Corridor

Adopted by the Board on June 22, 2023

The San Fernando Valley Council of Governments supports Metro's Sepulveda Transit Corridor project. Since 2014, the SFVCOG has prioritized the Sepulveda Transit Corridor Project as essential to the region. In September of 2016, the SFVCOG Board voted to support Measure M, the LA County ballot measure whose focus was to raise funds to support transportation investment across the County, with \$1.4 billion of the SFVCOG regional funding allocated to the project. While the SFVCOG continues to receive regular updates from the Metro project team regarding the status of the project, the SFVCOG also adopted the following key principles for decision makers to use as the project continues to be developed and refined:

1. **Performance:** The project should realize a high performing, high capacity transit line that moves a large number of people (passenger capacity), quickly, between the San Fernando Valley and West Los Angeles.
2. **Quality:** The project should utilize high quality equipment, materials, and technology so that it doesn't have to be retrofitted or replaced within the first decades.
3. **Accessibility:** Both the alignment of the corridor and the siting of stations should take into account connectivity to key regional attractors, seamless transfers to other transit lines, and first/last mile connections via walking and biking.
4. **Engagement:** As the project is developed and goes through a community engagement process, efforts should be made to be inclusive and transparent, focusing beyond just communities immediately surrounding the line and its stations since the project will be regionally significant infrastructure that serves people all across the region.
5. **Impact:** Maximize positive impacts of the project by decreasing traffic and construction impacts along busy corridors and increasing ridership and modeshift to reduce negative impacts like sound and air pollution and visual blight. The project should further ensure that there is little to no disruption to other projects in the area (e.g. the East San Fernando Valley Transit Corridor project).
6. **Fairness:** Regardless of whichever alternative is selected, ensure that communities in the San Fernando Valley are not disproportionately disadvantaged by forcing these communities to bear the brunt of above ground facilities while other communities do not.
7. **Collaboration:** Metro should work with the City of Los Angeles to pursue funding and address and advance equitable land use planning around stations through affordable housing production, mixed use development, and joint development opportunities.

Sepulveda Transit Corridor Project Principles



OLIVE AVENUE BRIDGE REPLACEMENT

BUILT IN 1959, THE OLIVE AVENUE BRIDGE IS A VITAL LINK BETWEEN DOWNTOWN BURBANK AND THE DOWNTOWN BURBANK METROLINK STATION, SPANNING I-5, RAIL LINES, AND THE BURBANK WESTERN FLOOD CONTROL CHANNEL.

The City of Burbank is seeking support to design and replace the Olive Avenue Bridge to improve mobility and circulation for pedestrians, bicyclists, transit users, and the movement of goods.

This project will re-envision the Olive Avenue Bridge as a multi-modal hub better connecting the City of Burbank, home to one of the largest employment centers in the region, with transit systems like BurbankBus routes, Metro bus lines, Metrolink, Metro's upcoming Bus Rapid Transit line, and Amtrak. Upgrading this critical infrastructure will improve safety, accessibility, and support Burbank's growing community and transit needs.

PROJECT GOALS

- ▶ Replace the Olive Avenue Bridge to improve multi-modal connectivity and modernize the bridge's structural and functionality to last into the 22nd century.
- ▶ Connect Metro and Metrolink regional transit services for seamless mobility.

BRIDGE HISTORY AND SIGNIFICANCE

- ▶ Built in 1959, the Olive Avenue Bridge spans over the I-5 freeway, commuter/freight rail lines, and the Burbank Western Flood Control Channel.
- ▶ Ownership is shared: 30% by Caltrans (over the freeway) and 70% by the City of Burbank (over the rail and channel).
- ▶ The bridge connects Downtown Burbank to the Downtown Burbank Metrolink Station, a key transit hub served by Metrolink, Amtrak, Metro Bus, BurbankBus, Glendale Beeline, Santa Clarita Transit, and major film studios employee shuttles.
- ▶ Serves as a critical link for planned housing, regional bike paths, and growing transit options.
- ▶ Burbank's daytime population exceeds 200,000 due to 129,000 daily commuters.

CURRENT ISSUES

- ▶ Designed for cars, the bridge has narrow sidewalks, low railings, and insufficient separation for pedestrians and cyclists.
- ▶ The Caltrans portion is deemed "Functionally Obsolete," and the City-owned portion is "Structurally Deficient" due to aging infrastructure.

TRANSIT INTEGRATION NEEDS

- ▶ This project presents an opportunity to relocate BRT stations directly over the Downtown Metrolink Station and transit services.
- ▶ Metrolink is currently working on adding a separate track to the Antelope Valley line by 2028, enabling frequent bi-directional service.
- ▶ A new Metro Bus Rapid Transit (BRT) line from North Hollywood to Pasadena will pass through Downtown Burbank using the Olive Avenue Bridge with the nearest stops nearly a quarter mile away from the Downtown Metrolink Station.
- ▶ Upgraded infrastructure is necessary to improve connectivity for all transit users.

FUNDING AND NEXT STEPS

- ▶ Project construction cost is estimated at \$100 million (currently unfunded), with design costs estimated at \$10-\$15 million.
- ▶ The City has \$3.8 million allocated through local return funding that could help match additional funding towards design and environmental analyses.
- ▶ City of Burbank is currently conducting a feasibility study to determine full scope of the Olive Avenue Bridge replacement project.
- ▶ Once the feasibility study is complete, the City is prepared to initiate design and environmental studies.
- ▶ The City seeks federal funding for design, environmental, and construction activities.



OLIVE AVENUE BRIDGE PROJECT

