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Agenda - Final Revised

Wednesday, May 19, 2021

3:00 PM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Mike Bonin

Janice Hahn

Hilda Solis

Tony Tavares, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the 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 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.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

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The Committee Meeting begins at 3:00 PM Pacific Time on May 19, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment may be taken at the beginning of the meeting or 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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La Reunion de la Junta comienza a las 3:00 PM, hora del Pacifico, el 19 de Mayo de 2021.
Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Please include the Item # in your comment.

Email: goinisc@metro.net

Post Office Mail:

Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 11.

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

CONSENT CALENDAR

**11. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM -
SAN GABRIEL VALLEY SUBREGION**

[2021-0149](#)

RECOMMENDATION

CONSIDER:

- A. REPROGRAMMING of projects in the following Programs:
 - 1. Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, as shown in Attachment A;
 - 2. Measure M MSP - Active Transportation Program, as shown in Attachment B;
 - 3. Measure M MSP - First/Last Mile and Complete Streets, as shown in Attachment C;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

-
- A. APPROVING the Proposed Project with recommended refinements for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project; and
 - B. APPROVING the Project's Title VI Service Equity Analysis in accordance with Title VI of the Civil Rights Act of 1964.

Attachments: [Attachment A - Map of Refined Proposed Project](#)
[Attachment B - Executive Summary of the Draft EIR](#)
[Attachment C - Map of Proposed Project and Route Options Studied in Draft EIF](#)
[Attachment D - Public Comment Summary Report](#)
[Attachment E - Conceptual Renderings of BRT](#)
[Attachment F - Title VI Service Equity Analysis Presentation](#)

WITHDRAWN: ITEM 16. 2021-0136 VERMONT TRANSIT CORRIDOR

16. **SUBJECT: VERMONT TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL STUDY** [2021-0136](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 48-month, firm fixed price Contract No. AE68471000 to Jacobs Engineering Group, Inc. for the Vermont Transit Corridor Environmental Review and Conceptual Engineering pursuant to California Environmental Quality Act (CEQA) guidelines in the amount of \$33,066,291 (inclusive of two optional tasks: 1) National Environmental Policy Act (NEPA) Environmental Document in the amount of \$4,367,917, and 2) Opportunities and Capacity for Use of Value Capture in the amount of \$341,503), subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of \$8,266,573 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Vermont Transit Corridor Map](#)
[Attachment D - April 2019 Motion](#)
[Attachment E - Alternatives for Evaluation Presentation](#)

17. SUBJECT: FIRST/LAST MILE GUIDELINES

[2020-0365](#)

RECOMMENDATION

ADOPT the First/Last Mile Guidelines (Attachment B).

Attachments: [Attachment A - Motions 14.1 and 14.2](#)
[Attachment B - First Last Mile Guidelines](#)
[Presentation](#)

**18. SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT
SUPPORT CONTRACT MODIFICATION**

[2021-0224](#)

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. AE275020011497 for ExpressLanes Program Management Support services with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-405 to Central Avenue segment of the I-105 ExpressLanes project in the amount of \$18,788,594, inclusive of one optional task to provide post-PS&E support in the amount of \$1,413,641, increasing the Total Contract Value from \$14,147,001 to \$32,935,595.

- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE275020011497 in the amount of \$2,000,000 increasing the total CMA amount from \$770,000 to \$2,770,000 to support potential additional services needed to complete the PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project.

Attachments: [A. Procurement Summary](#)
[B. Contract Modification /Change Order Log](#)
[C. DEOD Summary](#)

18.1. SUBJECT: I-105 EXPRESSLANES PROJECT

[2021-0341](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Mitchell, Butts, and Dutra that the Board direct the Chief Executive Officer to report back in July 2021 with recommendations to fully fund the I-105 ExpressLanes with funding sources that minimize the use of the corridor's future net toll revenues, in order to maximize available resources from the project for future capital improvements to the Metro Green Line.

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0297](#)

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



Board Report

File #: 2021-0149, **File Type:** Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - SAN GABRIEL VALLEY
SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. REPROGRAMMING of projects in the following Programs:

- 1. Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement Program, as shown in Attachment A;
- 2. Measure M MSP - Active Transportation Program, as shown in Attachment B;
- 3. Measure M MSP - First/Last Mile and Complete Streets, as shown in Attachment C;

B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:

- 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
- 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Subregion and implementing agencies to revise scope of work and schedule. The Subregion will consider adding eligible projects in future updates.

This update includes changes to projects which have received Board approval in 2019. Funds are programmed through Fiscal Year (FY) 2023-24. The Board's approval is required to update the project lists (Attachments A, B, and C) which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In May 2019, the Metro Board of Directors approved San Gabriel Subregion's first MSP Five-Year Plan and programmed funds in: 1) Active Transportation Program (expenditure line 54); and 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82).

Metro staff continued working closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2022-23 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the SGVCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include reprogramming of 11 previously approved projects, and scope of work change in one existing project.

Bus System Improvement Program (expenditure line 58)

This update includes funding adjustments to two existing projects as follows:

Foothill Transit

- Reprogram \$286,316 as follows: \$60,383 in FY 21 and \$225,933 in FY 22 for MM4702.01 - Colorado Boulevard Corridor Signal Priority Upgrade Project. The funds will be used to complete the Plans Specification and Estimates (PS&E), equipment purchase/lease and construction phases of the project.
- Reprogram \$211,158 as follows: \$82,352 in FY 23 and \$128,806 in FY 24 for MM4702.02 - Amar Boulevard Corridor Improvement Project. The funds will be used to complete the PS&E, equipment purchase/lease and construction phases of the project.

Active Transportation Program (expenditure line 54)

This update includes funding adjustment to three existing projects and scope of work changes to one existing project as follows:

Industry

- Reprogram \$1,492,500 as follows: \$50,000 in FY 21, \$380,000 in FY 22, \$720,000 in FY 23 and \$342,500 in FY 24 for MM4701.04 - City of Industry East-West Bikeway Project. The funds will be used to complete the PS&E and construction phases of the project.

Monrovia

- Scope of work change for MM4701.06 - Monrovia Active Community Travel Vinculum. The funds will be used to complete the PS&E and construction phases of the project.

Rosemead

- Reprogram \$388,050 as follows: \$35,000 in FY 22, \$211,830 in FY 23 and \$141,220 in FY24 for MM4701.08 - Mission Drive: Pedestrian Hybrid Beacon System. The funds will be used to complete the PS&E and construction phases of the project.

Temple City and Los Angeles County

- Reprogram \$1,990,000 as follows: \$1,436,800 in FY 22 and \$553,200 in FY 23 for MM4701.09 - Eaton Canyon Wash Bike Trail. The funds will be used to complete the PS&E, right-of-way and construction phases of the project.

First/Last Mile and Complete Streets (expenditure line 59)

This update includes funding adjustment to six existing projects as follows:

Arcadia

- Reprogram \$1,741,250 as follows: \$45,000 in FY 21, \$575,000 in FY 22 and \$1,211,250 in FY23 for MM4703.01 - Arcadia Gold Line Station Pedestrian Access Corridors. The funds will be used to complete the PS&E and construction phases of the project.

Diamond Bar

- Reprogram \$2,985,000 as follows: \$2,985,000 in FY 24 for MM4703.05 - Diamond Bar Blvd. Complete Streets Project. The funds will be used to complete the PS&E and construction phases of the project.

Duarte

- Reprogram \$1,620,855 as follows: \$648,342 in FY 22 and \$972,513 in FY 23 for MM4703.06 - Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements, Phase II. The funds will be used to complete the construction phase of the project.

SGVCOG (La Verne)

- Reprogram \$895,500 as follows: \$9,691 in FY 20, \$397,000 in FY 21, and \$488,809 in FY 22 for MM4703.07 - Gold Line Transit Oriented Development Pedestrian Bridge. The funds will be used to complete the PS&E phase of the project.

San Dimas

- Reprogram \$895,500 as follows: \$895,500 in FY 24 for MM4703.08 - San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista. The funds will be used to complete the PS&E and construction phases of the project.

South El Monte

- Reprogram \$5,671,500 as follows: \$512,284 in FY 22, \$829,451 in FY 23 and \$4,329,765 in FY 24 for MM4703.09 - Santa Anita Avenue Walkability Project. The funds will be used to complete the PS&E and construction phases of the project.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The SGVCOG along with member agencies and unincorporated area within Los Angeles County Supervisorial Districts 1, 4, and 5 undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2020-21, \$4.07 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), and \$3.09 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the Measure M MSP projects for the San Gabriel Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Bus System Improvement Program Project List

Attachment B - Active Transportation Program Project List

Attachment C - First/Last Mile and Complete Streets Program Project List

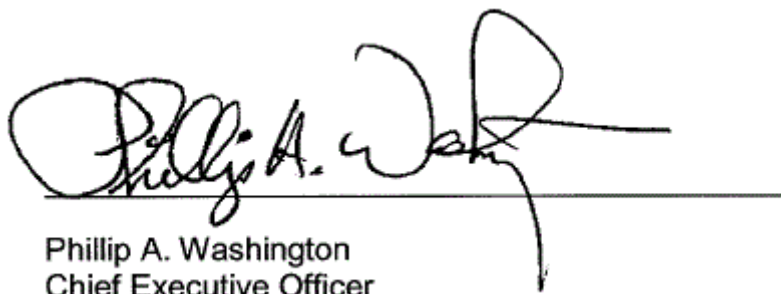
Attachment D - Highway Efficiency Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433

Shawn Atlow, EO, Countywide Planning & Development, (213) 418-3327

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY2022-23	FY 2023-24
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction	chg	\$ 286,316		\$ 286,316			\$ 60,383	\$ 225,933		
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction	chg	211,158		\$ 211,158					82,352	128,806
Total Programming Amount						\$ 497,474	\$ -	\$ 497,474	\$ -	\$ -	\$ 60,383	\$ 225,933	\$ 82,352	\$ 128,806

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices *	Construction		\$ 636,800		\$ 636,800				\$ 636,800		
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		582,075		\$ 582,075		57,470	470,063	54,542		
3	Industry	MM4701.04	City of Industry East-West Bikeway Project *	PS&E Construction	chg	1,492,500		\$ 1,492,500			50,000	380,000	720,000	342,500
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		\$ 4,278,500		3,830,750	447,750			
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction	chg	3,880,000		\$ 3,880,000		1,192,869		2,687,131		
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		\$ 1,428,876			298,104	1,130,772		
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction	chg	388,050		\$ 388,050				35,000	211,830	141,220
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail *	PS&E ROW Construction	chg	1,990,000		\$ 1,990,000				1,436,800	553,200	
Total Programming Amount						\$14,676,801	\$ -	\$14,676,801	\$ -	\$ 5,081,089	\$ 1,265,917	\$ 6,361,045	\$ 1,485,030	\$ 483,720

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY2022-23	FY 2023-24		
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction	chg	\$ 1,741,250		\$ 1,741,250			\$ 45,000	\$ 575,000	\$ 1,121,250			
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975		652,975		652,975						
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945		686,945						
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancments	PS&E Construction		1,741,250		1,741,250		149,250	1,592,000					
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction	chg	2,985,000		2,985,000						2,985,000		
6	Duarte	MM4703.06	Pedestrian Access and Bicyclist Safety Improvements, Phase II *	Construction	chg	1,620,855		1,620,855				648,342	972,513			
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E	chg	895,500		895,500		9,691	397,000	488,809				
8	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction	chg	895,500		895,500						895,500		
9	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	PS&E Construction	chg	5,671,500		5,671,500				512,284	829,451	4,329,765		
Total Programming Amount								\$16,890,775	\$ -	\$16,890,775	\$ -	\$ 1,498,861	\$ 2,034,000	\$ 2,224,435	\$ 2,923,214	\$ 8,210,265

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	\$ 5,273,500				\$ 5,273,500
Total Programming Amount					\$ 5,273,500	\$ -	\$ -	\$ -	\$ 5,273,500



Board Report

File #: 2021-0174, File Type: Informational Report

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE monthly report on the Major Capital Projects in the environmental planning phase by the Chief Planning Officer.

DISCUSSION

This month's Major Project Status Report provides the regular update for Metro's four Pillar Projects and the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. This report also includes new updates on recent developments for three additional projects that have reached critical milestones: Arts District/6th Street Station, Crenshaw Northern Extension, and the Vermont Transit Corridor.

- **West Santa Ana Branch Corridor (WSAB)**

The Federal Transit Administration (FTA) continues to review the WSAB second Administrative Draft of the Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) which was submitted to them on March 16 and March 30, 2021 in two batches. In accordance with FTA's review, staff is working on incorporating responses to comments. FTA is currently expected to authorize public circulation of the Draft EIS/EIR in either late-June or mid-July 2021.

In the coming months, staff is planning to re-engage with key stakeholders while using this opportunity to introduce the project to new stakeholders in the 19-mile corridor. Staff will highlight the project purpose, alternatives, and environmental process, and provide opportunity for public involvement and participation. The Project team recently conducted two Stakeholder Working Group (SWG) meetings on April 21 and April 26, 2021, to share the latest details on the project alternatives, environmental process and next steps, including the anticipated release of the Draft EIS/EIR this summer. The SWG provides feedback from a community perspective and serves as a communication liaison/ambassador. The participants include business, community, education, environmental justice and faith-based organizations.

Public outreach will be conducted this spring and summer leading up to and during the release of the

Draft EIS/EIR, including the official 45-day comment period. To enhance project awareness and access to the latest updates, several multi-media tools will be launched to inform users about the project corridor and environmental process. The tools will include story maps, photography/videography, interactive maps, etc., in both English and Spanish, similar to the [Metro C Line Extension](https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fr20.rs6.net%2Ftn.jsp%3Ff%3D001CUkWJqsR-94gRX3gzf1XA-7lvRm6d2jS7AClq5ptbqWlmCVJdP9lRj_Vr8pckufwy2TPYEd53SUOPWqM1YzzzkPBlegxTilsJlla6i6HLCrzl8fQAvyjEsKPaEBkWc5h7r66QU-ZTSfL0CUMMKp1kMUr4Cvii7qYeT1ClkclTUiy7ylXik_eX8hwctnrcMujdqN1PvGZExJMiH7A5kFOAA%3D%3D%26c%3DW5T6pe2Zy_e7kfsF1d5rO45vg6xCdLFbwhWTSXqidfS0AnyMNtHoVQ%3D%3D%26ch%3DeSzqIC_2Elk6b9wxjblmQoLUfXHD9VKxgh_O24odniuH1l3G-Qs13g%3D%3D&data=04%7C01%7Ckhannam%40metro.net%7C1f0b65fc63974fcbcf1308d90698b319%7Cab57129bdbfd4caca77fc74c40364af%7C0%7C1%7C637548075177889623%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAilCJlQljoiv2luMzliLCJBTil6lk1haWwiLCJXVCi6MnO%3D%7C3000&sdata=J8Txv8AtRrBTomKEXvFPvFggF9NDcY%2BD%2B46B3wXRnWU%3D&reserved=0) <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fr20.rs6.net%2Ftn.jsp%3Ff%3D001CUkWJqsR-94gRX3gzf1XA-7lvRm6d2jS7AClq5ptbqWlmCVJdP9lRj_Vr8pckufwy2TPYEd53SUOPWqM1YzzzkPBlegxTilsJlla6i6HLCrzl8fQAvyjEsKPaEBkWc5h7r66QU-ZTSfL0CUMMKp1kMUr4Cvii7qYeT1ClkclTUiy7ylXik_eX8hwctnrcMujdqN1PvGZExJMiH7A5kFOAA%3D%3D%26c%3DW5T6pe2Zy_e7kfsF1d5rO45vg6xCdLFbwhWTSXqidfS0AnyMNtHoVQ%3D%3D%26ch%3DeSzqIC_2Elk6b9wxjblmQoLUfXHD9VKxgh_O24odniuH1l3G-Qs13g%3D%3D&data=04%7C01%7Ckhannam%40metro.net%7C1f0b65fc63974fcbcf1308d90698b319%7Cab57129bdbfd4caca77fc74c40364af%7C0%7C1%7C637548075177889623%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAilCJlQljoiv2luMzliLCJBTil6lk1haWwiLCJXVCi6MnO%3D%7C3000&sdata=J8Txv8AtRrBTomKEXvFPvFggF9NDcY%2BD%2B46B3wXRnWU%3D&reserved=0> interactive tool, which was demonstrated during the SWG meeting. A Communications Toolkit also will be shared with community leaders to support their engagement with constituents, and presentations and project updates are available by request. The tool will be used beginning mid-May and will be promoted through a variety of ways to encourage stakeholders to seek project information (especially during the draft review period), to comment and to participate in public hearings.

The project continues to advance field survey work and verification of existing utilities identified as part of the 15% design. Staff continues to coordinate with various third parties as necessary including Union Pacific Railroad, cities, Caltrans, U.S. Army Corps of Engineers, and various utility providers.

Response to Planning & Programming Committee Information Request

At its April 22, 2021 meeting, the Board approved additional funding and a time extension to existing Funding Agreement (FA# 920000000FACGGC03) with the Gateway Cities Council of Governments (COG) for Third-Party Administration participation in the WSAB environmental clearance study. The Committee requested that staff report back with more detail on this work and how the work would be monitored. Metro has worked closely with Eco-Rapid Transit and Gateway Cities COG staff to identify the following deliverables associated with the approved additional funding. Metro will review and validate payment requests for the following:

Eco-Rapid Transit (\$60,450)

- Continued coordination with the corridor cities on their review of the environmental document; and
- Additional review of the environmental document to:
 - o Ensure consistency with existing and planned corridor-wide plans and studies;
 - o Determine anticipated impacts to traffic and to multi-city Transit Oriented Communities (TOC) plans, etc.

Gateway Cities COG (\$60,000)

- General administrative oversight of the cities and Eco-Rapid's involvement in this effort, including the costs of invoice processing, accounting, and Executive and Administrative

Directors' time.

City of Artesia (\$72,000)

- Additional outreach with elected officials, key stakeholders, impacted neighborhoods and related community events;
- Additional environmental review/analysis to determine:
 - Consistency with City plans (Capital Improvement Plans, Housing General Plan, etc.) and studies;
 - Anticipated impacts to open space, urban greening, city facilities, properties, right-of-way (ROW) and traffic.

Additionally, the City of Artesia was designated as the fiscal agent (previously performed by Bellflower) responsible for the processing of Eco-Rapid Transit expenditures as part of this effort. Additional funds will be used for general administration in performance of this duty.

City of Downey (\$29,875)

- Additional outreach to impacted neighborhoods and related community events; and
- Additional environmental review/analysis to ensure consistency with City plans (Capital Improvement Plans, Housing General Plan, etc.) and studies, and to prepare responses to the draft environmental document.

City of South Gate (\$63,205)

- Additional outreach to impacted neighborhoods and related community events; and
- Additional environmental review/analysis to determine:
 - Consistency with City plans (Capital Improvement Plans, Housing General Plan, etc.) and studies;
 - Anticipated impacts to city facilities, properties and streets.

City of Paramount (\$20,000)

- Additional outreach to impacted neighborhoods and related community events; and
- Additional environmental review/analysis to determine:
 - Consistency with City plans (Capital Improvement Plans, Housing General Plan, etc.) and studies;
 - Anticipated impacts to city facilities, properties and streets.

City Manager TAC Meetings (\$48,000)

- Continued facilitation and participation by the consultant in support of the monthly WSAB City Manager TAC meetings.

Other Cities

Gateway Cities COG did not make a request on behalf of other Corridor Cities as they have not used majority or most of their original funding allocation. These include Cities

of Huntington Park, Vernon, Bell, Cudahy, Maywood, Lynwood, and Bell Gardens.

- **Green Line to Torrance LRT Extension**

The EIR scoping period lasted 59 days from January 29 to March 29, 2021. Over 300 people attended the two virtual scoping meetings and over 700 comments have been received. Comments received are being documented and evaluated as a part of the environmental process.

The majority of comments received were generally supportive of the project, however many included specific concerns regarding the two alternatives under consideration. These concerns included alignment configuration and potential impacts such as noise, vibration, property acquisition, safety, and changes to aesthetics/community character that need to be further evaluated. Based on scoping comments, the project team will move forward with the Draft EIR and conceptual design of the alternatives under evaluation.

The project team and BNSF Railroad are having on-going discussions to better understand their daily operations and accommodating an extension of the Green Line (C Line) under consideration. BNSF has certain requirements to maintain their existing and future needs along the ROW. The discussions are providing both teams with a better understanding of what is needed to accommodate BNSF's requirements and are being taken under consideration as the initial designs of the alternatives are being developed.

Initial Risk workshops for the project are scheduled to be conducted on May 3 and 5. The workshops will provide an opportunity to understand and monitor potential risks for the project across multiple disciplines; these risks are also monetized for project cost estimations. The workshops will be held on an on-going basis during the project development to address and minimize risks as the project progresses.

Community outreach will be ongoing and project updates will be shared as the environmental process progresses. Targeted stakeholder meetings will be scheduled to discuss community concerns and project opportunities throughout the study area. Coordination will continue as well with Caltrans and BNSF to understand current and future operational needs for both entities and alternatives under evaluation.

- **Eastside Transit Corridor Phase 2**

The Eastside Transit Corridor Phase 2 project team, along with Community Relations, and Race and Equity Departments continues to develop the Community Based Organization (CBO) strategy for the project in collaboration with LA County Board of Supervisors Hilda L. Solis (First District) and Janice Hahn (Fourth District), and key stakeholders. Metro staff met with key stakeholders, community groups, and the Washington Coalition to solicit preliminary input on the strategy and to assess the participatory level of interest.

Metro staff met with the following groups:

- o Leaders from the East Los Angeles Chamber of Commerce and the Whittier Boulevard

Merchants Association (March 30)

- o East Los Angeles Small Business Roundtable (March 31)
- o Washington Coalition (April 1st and May 6)
- o Health Innovation Community Partnership (April 2)

The CBO strategy will follow the guidance of the Equity Platform and the Draft CBO Partnering Strategy. The CBO Strategy is anticipated to be implemented by late spring, prior to commencing community engagement for the Eastside Transit Corridor Phase 2.

The environmental and engineering consultant teams are advancing the project per the Board's decisions to focus on the Washington Alternative and CEQA only. The engineering consultants continue to refine the Draft Advanced Conceptual Engineering based on comments and enhancements along the alignment. The Draft EIR is anticipated to be released in late spring 2022.

- **Sepulveda Transit Corridor**

Following the March 2021 Board action for authorization to award PDA contracts to two teams, on April 14, 2021 Metro staff notified the Board of the alternatives entering the environmental review process for the Sepulveda Transit Corridor Project. These five alternatives collectively represent the concepts advanced by the Sepulveda Transit Corridor Feasibility Study and the Pre-Development Agreement (PDA) process:

- o Alternative 1: Monorail alternative proposed through the PDA process.
- o Alternative 2: Monorail alternative similar to Alternative 1 that uses an underground alignment to connect to UCLA.
- o Alternative 3: Heavy rail alternative as proposed through the PDA process with an aerial section along Sepulveda Boulevard in the north.
- o Alternative 4: Heavy rail alternative similar to Alternative 3 that is underground, including along Sepulveda Boulevard in the north.
- o Alternative 5: Heavy rail alternative that is underground, including along Van Nuys Boulevard.

The alternatives will be analyzed for environmental impacts across their proposed modes, alignments, station locations, and above- or below-ground configurations. Through the course of the environmental process, these alternatives may be refined.

The Metro project team is preparing for the upcoming Notice to Proceed for the PDA contractor teams next month. Community Relations is preparing a virtual community meeting to discuss next steps on the project in advance of the scoping period this fall.

- **North Hollywood (NoHo) to Pasadena Bus Rapid Transit (BRT)**

The NoHo to Pasadena BRT Draft EIR comment period began on October 26 and concluded on December 28. Staff received nearly 500 comments, the majority of which expressed general support for the project. Currently the most challenging issues include community concerns over parking loss

along Olive Avenue in Burbank and other comments pertaining to the Eagle Rock section of the project.

In Eagle Rock, most comments favor routing the BRT along Colorado Boulevard rather than on the SR-134 freeway. However, community members have expressed concerns over impacts to the existing buffered bike lanes, medians, traffic, and parking. Many comments also expressed support for a new BRT proposal on Colorado Boulevard that was developed by a local community group.

Staff examined this community-developed proposal and incorporated many of its feasible elements into a refined BRT concept, which was presented to key Eagle Rock stakeholders via two virtual roundtable meetings on March 16, 2021. A third virtual roundtable meeting was held on March 26, 2021, for all Eagle Rock businesses along the boulevard. A total of 80 people participated in these meetings and the refinements made to the project were generally well received.

Staff has since developed a refined Proposed Project that was presented to the public at a community meeting held on April 1, 2021. A total of 369 people attended the meeting and were given the opportunity to ask questions and provide feedback on the Proposed Project. Most of the questions and comments pertained to the Eagle Rock segment of the project. Overall, the feedback received from participants leaned slightly in favor of the Proposed Project in Eagle Rock, with those opposed expressing concerns over traffic congestion and spillover onto adjacent neighborhood streets, resulting from the loss of travel lanes. Staff's recommended Proposed Project is being presented to the Metro Board in a separate board report.

- **Countywide Planning Dashboard**

While this report focuses on the four Major Capital ("Pillar") Projects, there are six other Measure M projects, five non-Measure M projects, and four Strategy & Policy initiatives. For an update on these other 15 projects, please refer to Attachment A of this report, which provides the Countywide Planning Dashboard.

Of note, the following three projects have reached important milestones this month:

- **Arts District/6th Street Station Project**

With funding support from the City of Los Angeles, Metro is preparing an EIR for the Arts District/6th Street Station Project. This Project proposes a new Metro B Line (Red) and/or D Line (Purple) station near 6th Street that would provide regional and local transit connections to and from the Arts District, Boyle Heights and surrounding communities. As part of the EIR process, Metro recently hosted two public virtual scoping meetings (April 14 and 17, 2021) to gather input on the scope of a Draft EIR. Over 90 people attended the scoping meetings and expressed general support for the project, as well as comments related to wayfinding signage, the desire for identifying funds for constructing the proposed station, station access, and more. The meeting recordings and presentations can be viewed on metro.net/artdist6thstation <<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmetro77073.lt.acemlnb.com%2F>>. The project's scoping comment period closed on May 12. The EIR is anticipated to be released in spring 2022.

○ **Crenshaw Northern Extension**

The Crenshaw Northern Extension project began scoping meetings this month, as part of the environmental review process. This study will evaluate three potential alignments to extend the Crenshaw/LAX line north from the E (Expo) Line with connections to the D (Purple) and B (Red) Lines and five of our busiest bus lines, with a potential terminus at the Hollywood Bowl. At the writing of this report, the first of three (virtual) scoping meetings was held Thursday, April 29, with two more meetings scheduled via Zoom on Thursday, May 6, and Saturday, May 8. Over 165 participants attended the first meeting, during which staff presented scoping and project objectives, walked participants through the environmental review process for the three alignments currently being studied, and received participants' input and feedback. After the scoping period, a Post-Scoping Alternatives Report will be prepared (anticipated in fall 2021) documenting all the comments heard; that information will be used to help further refine the alternatives.

○ **Vermont Transit Corridor**

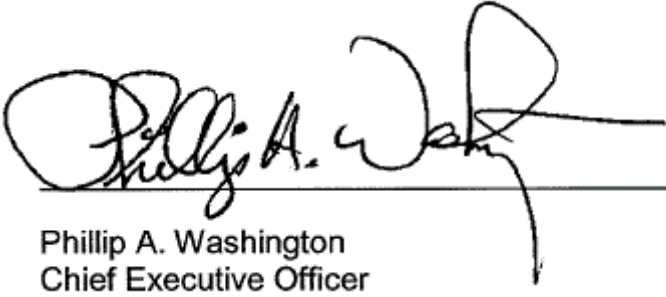
The contract for the Planning and Environmental Study will go to the Board in May 2021 for approval. The contract is for 48 months and includes CEQA clearance, Conceptual Engineering and the option to complete NEPA clearance for six build alternatives - three Bus Rapid Transit, one Light Rail, and two Heavy Rail alternatives. The Vermont Transit Corridor extends approximately 12 miles from Hollywood Boulevard in the north to 120th Street in the south. The Community Outreach activities will be managed through a separate contract procured through the Communications Bench. The Public Scoping Period for CEQA is expected to begin in fall 2021.

ATTACHMENTS

Attachment A - Countywide Planning Monthly Major Projects - May 2021

Prepared by: Dolores Roybal Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Countywide Planning Monthly Project Updates

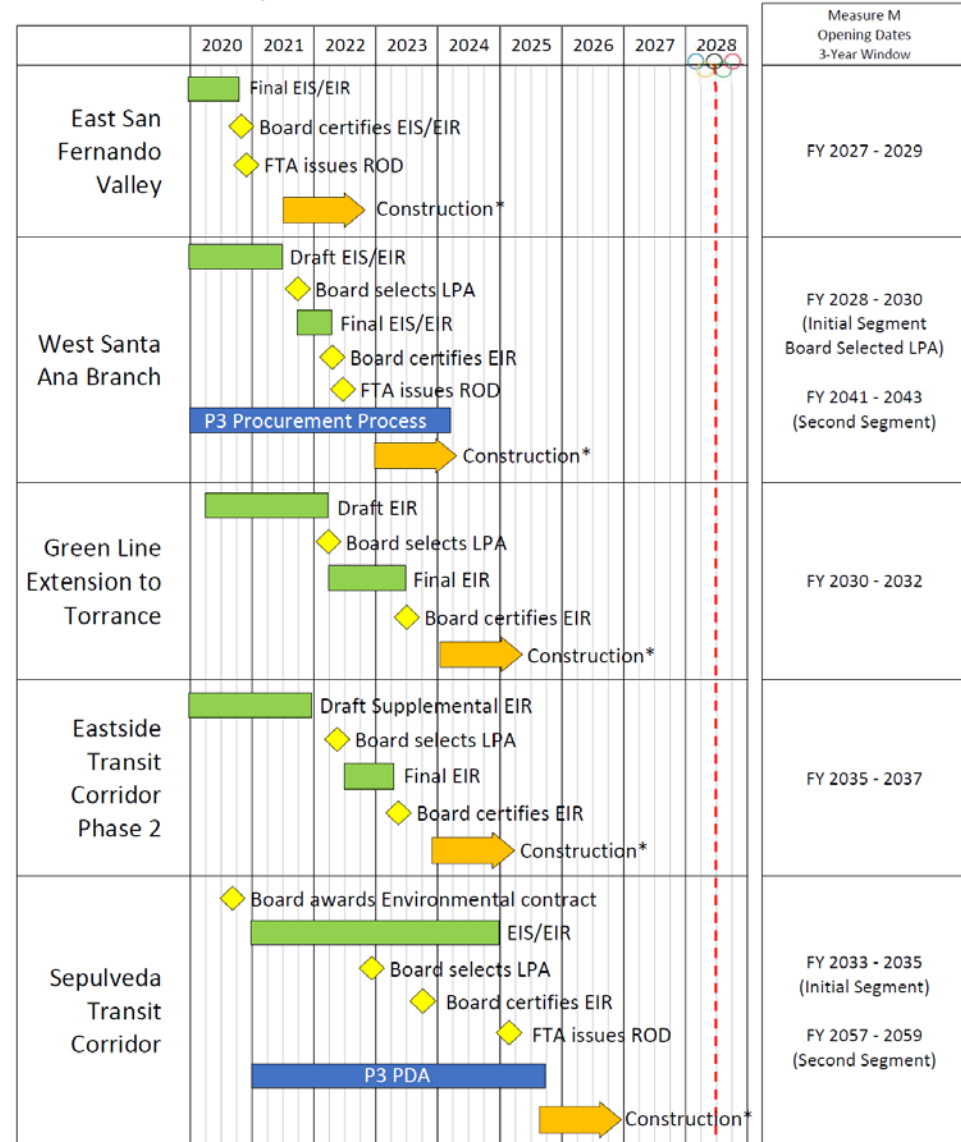
May 2021 Monthly Update

> Monthly Status of Major Projects

- West Santa Ana Branch
- Green Line to Torrance
- Eastside Transit Corridor Phase 2
- Sepulveda Transit Corridor
- NoHo to Pasadena BRT

> Countywide Planning Dashboard

ESFV + Pillar Projects Measure M Baseline Schedules



* Construction is inclusive of advanced utility relocation and right-of-way Schedules are subject to change based on funding and environmental review

West Santa Ana Branch Transit Corridor

> Status

- Draft EIS/EIR
 - Anticipated Draft Release: June/July 2021
 - Anticipated LPA Selection: Fall 2021

> Key Activities in April

- Incorporating 2nd round of FTA's comments on the Administrative Draft
- Report back on Funding Agreement Extension with the Gateway Cities COG
- Stakeholder Working Group meetings to provide project status update
- UPRR ongoing coordination on commercial development study
- 15% design work continues to conduct field surveys of utilities
- 3rd Party Coordination with Caltrans and Army Corps

> Next Actions

- Submit 3rd administrative draft to FTA
- Community engagement before release of Draft EIS/EIR



Green Line Extension to Torrance

> Status

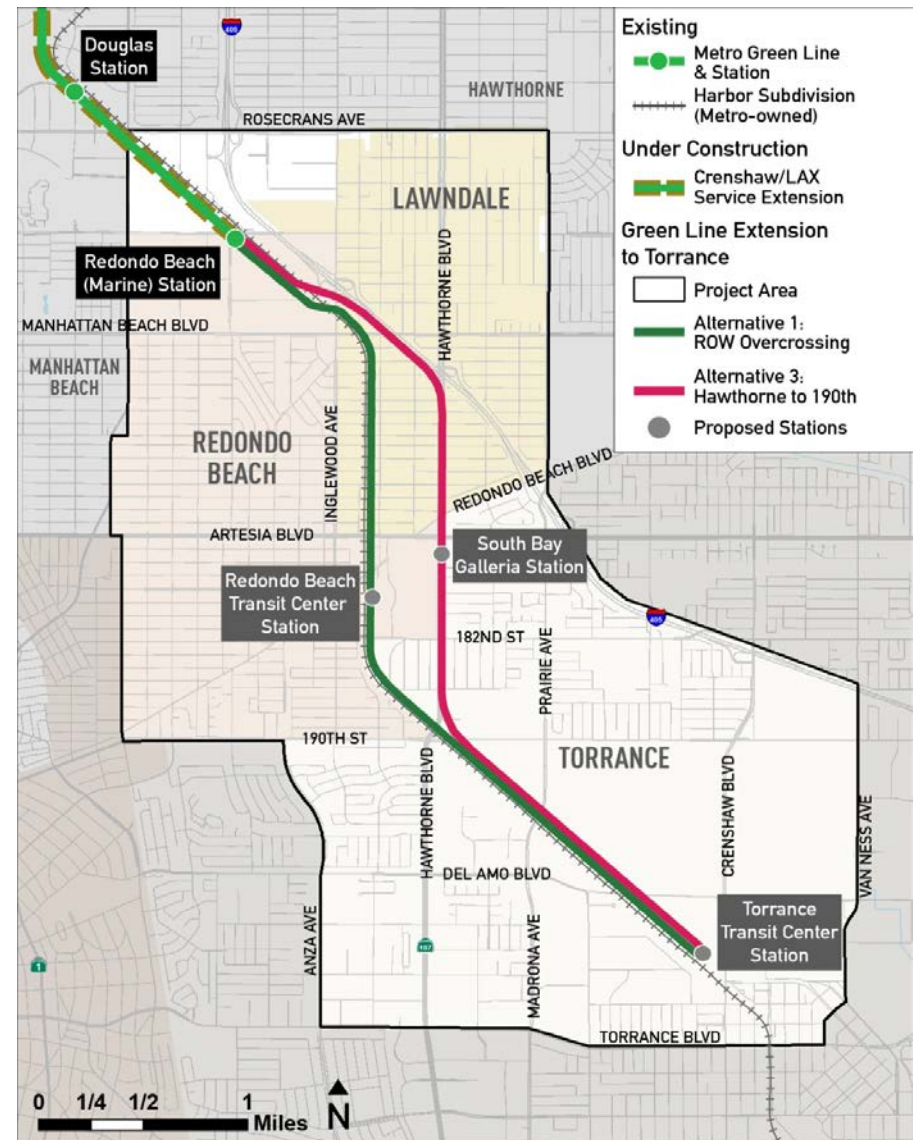
- Draft EIR + Advanced Conceptual Engineering tasks are proceeding (15% design)

> Key Activities

- Review of over 700 comments received during the scoping period to incorporate necessary public issues into environmental review
- Ongoing coordination meetings with BNSF on shared track segments
- Engineering analysis of Hawthorne versus ROW technical issues

> Next Actions

- Ongoing outreach:
 - Cities, BNSF, Caltrans
 - Communities
- Summer Walking Tours with Community Stakeholders, Residents



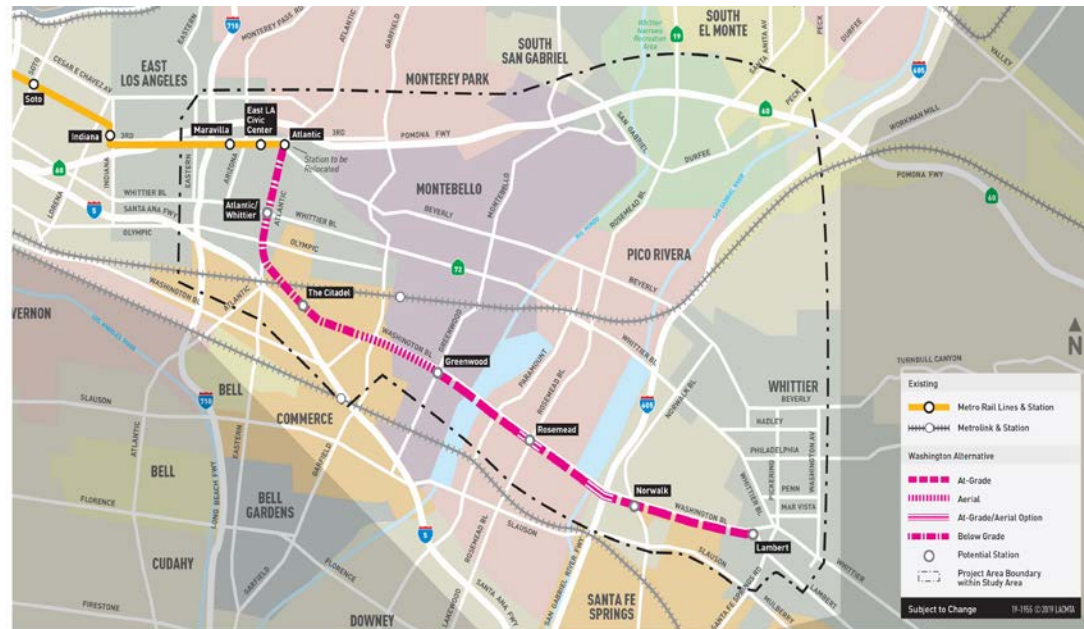
Eastside Transit Corridor Phase 2

> Status

- Environmental Analysis, Systems Engineering and Advanced Conceptual Engineering (ACE)

> Key Activities

- Community Based Organization (CBO) strategy continues to be developed in coordination with Community Relations and Race & Equity Departments:
 - CBO Strategy will serve as a platform to share local expertise, recommendations and methods
 - Meetings with key stakeholders
 - East LA Chamber of Commerce
 - Whittier Blvd Merchants
 - East LA Small Business Roundtable
 - Health Innovation Community partnership
 - Washington Coalition (April 1 and May 6)



> Next Actions

- Continuing design and alternatives definition refinements of below ground segment, proposed Maintenance Yard sites and Washington Boulevard profile configurations in Montebello (aerial and at-grade)

Sepulveda Transit Corridor

> Status

- Five (5) alternatives advancing into environmental process:

1) Monorail Alternative

PDA proposal, All Aerial in 405 Freeway

2) Monorail Alternative

Similar to Alt 1 with underground connection to UCLA

3) Heavy Rail Alternative

PDA proposal Underground with an aerial section along Sepulveda Boulevard in the San Fernando Valley

4) Heavy Rail Alternative

All Underground, similar to Alt #3 including along Sepulveda Boulevard in the San Fernando Valley

5) Heavy Rail Alternative

All Underground, including along Van Nuys Boulevard in the Valley instead of Sepulveda Boulevard

> Key Activities

- Preparing Notice to Proceed (NTP) for PDA teams

> Next Actions

- Community Forum on environmental process and schedule to be held June 8, 2021.
- Preparation for Environmental Scoping Period in fall 2021



NoHo to Pasadena BRT

> Status

- Staff has developed a refined Proposed Project based on DEIR comments received and subsequent stakeholder feedback

> Key Activities

- Ongoing stakeholder outreach to inform Proposed Project
- Conducted 3 meetings with Eagle Rock stakeholders and businesses (80 total participants) in March 2021
- Corridor-wide community meeting held April 1, 2021 (369 total attendees) to present the recommended Proposed Project prior to Board approval in May
- In April, staff provided response to December Board motion on optional left-side boarding

> Next Actions

- Separate board report for approval of Proposed Project Preferred Alternatives



Countywide Planning Dashboard

Pillar Projects									
	Project Name	Env Completion (FY)	Measure M Opening (FY)	Project Phase				Date	Action/Status
				AA	Draft Env	Final Env	Construction		
1	West Santa Ana Branch LRT	2022	2028-2030		X			April 2021	Approve Gateway COG Funding Agreement Modification and Extension
								July 2021	Release of Draft EIS/EIR
2	Green Line Extension to Torrance LRT	2023	2030-2032		X			April 2021	Review of EIR Scoping comments
								March 2022	Receive Draft EIR and Select Locally Preferred Alternative
3	Eastside Transit Corridor Phase 2	2024	2035-2037		X			Fall 2021	Select Locally Preferred Alternative (LPA)
4	Sepulveda Transit Corridor	2025	2033-2035	X				Fall 2021	Environmental Scoping

Other Measure M Projects									
	Project Name	Env Completion (FY)	Measure M Opening (FY)	Project Phase				Date	Action/Status
				AA	Draft Env	Final Env	Construction		
5	East San Fernando Valley Transit Corridor LRT	2020	2027-2029				X	Summer 2021	Environmental Clearance completed; initiate Supplemental ROW Study.
6	North San Fernando Valley BRT	2021	2023-2025		X			Summer 2021	Approve Proposed Project
7	North Hollywood - Pasadena BRT	2022	2022-2024		X			May 2021	Receive Draft EIR Select Proposed Project and approve Title VI Service Equity Analysis
8	Crenshaw Northern Extension LRT	2023	2047-2049		X			April/May 2021	EIR Scoping Period
9	LA River Path (central gap)	2024	2025-2028		X			January 2022	Receive Draft EIR and Select Locally Preferred Alternative
10	Vermont Transit Corridor	2024	2028-2030	X				May 2021	Award Environmental Contract

Non-Measure M Projects				Project Phase				Date	Action/Status
Project Name	Env Completion (FY)	Opening/ Completion (FY)	AA	Draft Env	Final Env	Construction			
11	Centinela Grade Separation	2021	2025			X		Summer 2021	Approve funding and project delivery plan
12	LAUS Forecourt and Esplanade Improvements	2021	2023			X		June 2022	Life of Project Approval
13	Rio Hondo Confluence Station Feasibility Study	TBD. Feasibility Study anticipated to be completed in 2022	TBD	X				TBD	Receive Feasibility Study Report and determine next steps for the potential Rio Hondo Confluence Station
14	Rail-to-River ATC (Segment B)	TBD. Supplemental study	TBD	X				Fall 2021	Receive Supplemental Alternatives Analysis Select Revised Locally Preferred Alternative
15	Arts District/ 6th Street Station HRT	TBD	TBD		X			April 2021	Initiate EIR Scoping
16	First/Last Mile Implementation in Transit Corridor Projects (PLE 2 and forward)	varies by project	varies by project					Summer 2021	Approve FLM Plan for PLE 1; Other periodic project-specific actions in the future;

Strategies/ Policies				Phase		Date	Action/Status
Project Name	Groundbreaking / Initiation (FY)	Opening/ Completion (FY)	Policies/ Strategic Plans	Implementation Plans			
17	Transit Oriented Communities (TOC) Implementation Plan:Semi-Annual Reports	Ongoing	Ongoing		X	Summer 2021	Report on TOC Implementation Plan Semi Annual Reports
18	BRT Vision and Principles Study	2019	2021	X		June 2021	Response to March 2021 Board Motion
19	First/Last Mile Guidelines	N/A	N/A	X		May/June 2021	Adopt Guidelines
20	Joint Development Policy	N/A	N/A	X		May 2021	Joint Development Policy Paper published and presented at January Board Adopt Revisions to Policy



Board Report

File #: 2021-0211, File Type: Informational Report

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: MARIACHI PLAZA

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Mariachi Plaza.

ISSUE

On December 3, 2020, at the Regular Board Meeting, Directors Solis and Dupont-Walker made a motion approved by the Board to direct the Chief Executive Officer to report back at the May 2021 Planning and Programming Committee meeting with:

- A. Recommendations to streamline the management of Mariachi Plaza as it relates to event programming and maintenance. Metro should collaborate with the City of Los Angeles and Boyle Heights stakeholders to identify potential management frameworks.
- B. A cultural preservation strategy for Mariachi Plaza developed in partnership with the City of Los Angeles and local Boyle Heights stakeholders. The strategy should consider data on the use of the plaza, including the number of artists and musicians that utilize the plaza for performances, in order to ensure that the history and cultural significance of Mariachi Plaza is preserved, celebrated and uplifted.

Concerns were also raised by the Metro Board about the maintenance and operations of Mariachi Plaza, part of which is located on Metro property with the remaining portion located in City of Los Angeles (COLA) right-of-way.

This receive and file report is to provide an update on staff progress in addressing the above opportunities.

BACKGROUND

Mariachi Plaza has been referenced as a historical landmark in the community of Boyle Heights at the cross streets of First Avenue and Boyle Street across from the old brick Boyle Hotel, which was recently renovated in 2013. Since the 1930s, Mariachi Plaza has remained the art and cultural center of the community and is where mariachi musicians have gathered for employment opportunities as a

solo, trio, or full band.

Metro's Mariachi Plaza is a seamless pedestrian plaza that connects the use of Metro's station, the plaza and kiosk (gazebo). Metro's light rail subway station at Mariachi Plaza opened in 2009, which includes escalators, elevators, and stairways that lead to the mezzanine level and platform level of the station. Metro's Plaza includes an open walking area, bench seating and a stage area where cultural events take place such as the annual Mariachi Festival and Celebration for Santa Cecilia in November. Other events include the annual poetry reading, "Noche de Serenata", numerous toy and food drives hosted by local schools, non-profits, churches, and public gatherings for both social and cultural programs throughout the year.

The kiosk in the plaza was donated to the COLA by the Mexican State of Jalisco, the birthplace of mariachi music, and resembles Plaza Garibaldi in Mexico City. The statue of Lucha Reyes was donated by the Mexican Consulate in Los Angeles and installed in the plaza across from the kiosk.

DISCUSSION

Maintenance

In October 2020, Metro's Facilities Maintenance completed full maintenance and repair of all light and electrical fixtures, painting of lamp posts, bollards and benches, and replacement of tree wells. Facilities Contracted Maintenance Services performed landscape maintenance and removal of graffiti. Within the station mezzanine and platform areas all art pieces were cleaned. Although not under Metro's ownership, a kiosk safety hazard issue was identified and corrected to prevent a fall or injury and the statue of Lucha Reyes was cleaned and polished. Power washing within the entire plaza is completed on a regular basis. Due to COVID-19, cleaning efforts have been enhanced on all touch point surfaces, at a minimum of once per day. Metro's Facilities Maintenance continues to maintain the plaza and station daily and immediately addresses any issues that are discovered or reported (Attachment A - Mariachi Plaza Station Improvement Photos).

Security

Metro Security was providing security services five days a week. In September 2020, security was increased to seven days a week at the platform and plaza area. Security is addressing the reported issue of skateboarders, which resulted in damages to the stage and plaza. New signage will be posted to assist in deterring skateboarding.

Permitting Special Events

Due to COVID-19 state and local restrictions, no permits have been granted for any events over the past year. Over the past five years, there were a total of 38 Metro-permitted events. The larger Metro permitted events included Santa Cecilia Mariachi Festival, Noche de Serenata Poetry Reading, farmers market and various city and cultural outreach and social services, local school and church fundraising events, protests and rallies.

Memorandum of Understanding (MOU) with City of Los Angeles

Metro Real Estate reviewed all prior agreements between Metro and COLA and noted overlaps and inconsistencies between them. Metro is currently working with the COLA Real Estate Department in the drafting of a new MOU for defined ownership, maintenance and repair responsibility. Part of the

issue is uncertainty about the property line between Metro and COLA. The plaza appears to be unified in ownership, and it should remain that way to the general public, but for legal, labor and liability reasons, the property boundary needs to be determined. Metro Real Estate is currently in the process of doing a field survey to confirm the location of the property line, locations of all easements and the fee vesting.

Outreach Survey and Special Event Planning Guidelines

Metro Real Estate, in coordination with Metro Communications, will be retaining a consultant to assist with an outreach survey. The objective of the survey is to perform an assessment and analysis of the community's needs to inform future decisions about how to best meet those needs. Specific objectives include but are not limited to:

- Understand the cultural significance of Mariachi Plaza in Boyle Heights;
- Understand the current and future needs of the mariachi musicians and other local artists as it relates to their use of the plaza as well as their housing needs; and
- Understand the community needs and uses of the plaza for special events

Among the deliverables will be a complete summarized report that includes:

- A summary of the findings, including the traits of the plaza that are important to the mariachis and the community; and
- Recommendations for preserving the culture at Mariachi Plaza, including the current and future needs of the mariachis and local artists, programming of plaza events, housing needs and potential uses of the future joint development space.

Assessment and analysis survey results should be completed and provided in summer 2021.

Management Framework

There is high demand for use of the plaza by mariachi bands and various community groups. The results of the above survey will help inform the potential future management framework for programming and plaza amenities. Although the management framework is still being considered, it is intended that it would consist of Metro, COLA and community stakeholders.

Proposed Joint Development

In March 2018, Metro entered into an Exclusive Negotiation Agreement (ENA) with East Los Angeles Community Corporation (ELACC) to plan and consider the development of Metro-owned vacant land adjacent to Mariachi Plaza. The proposed project includes sixty (60) units of affordable housing for families earning between 30% to 50% of the Area Median Income and housing for Transitional Aged Youth. The proposed project also includes associated parking, community garden, approximately 6,000 sq. ft. for ground floor retail and a mariachi community center. The development does not utilize the plaza; however, the developer is a stakeholder who will work collaboratively with Metro, COLA and other stakeholders to preserve the cultural significance of the plaza including mariachi culture. The development is currently in the planning and negotiation phase. Community engagement will continue to be part of the development and upon completion of entitlements, the project will be brought to the Metro Board to consider approval of a Joint Development Agreement and Ground Lease.

Considerations

There are no alternate considerations. This Board report serves as an update on staff's efforts to address the status, maintenance, and event programming at Mariachi Plaza.

Equity Platform

This addresses Metro's equity platform by inviting a diverse range of voices to participate in the improvement, management and organized use of Mariachi Plaza for the mariachi bands and local community. This also assists in engaging residents, businesses and transit customers in an improved relationships, partnerships, and actions to further aligning with Metro's Equity Platform.

FINANCIAL IMPACT

There is no financial impact to Metro.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan Goal # 2, to provide outstanding trip experiences for all and Goal #3, to enhance community and lives through mobility and access through opportunities.

NEXT STEPS

Metro Real Estate will complete negotiations with COLA on an MOU with defined areas of responsibilities related to maintenance and repair of Mariachi Plaza. Staff will also provide an update to the Board in fall 2021 with the results of the outreach and special event programming survey and to provide recommendations to for future management framework and a cultural preservation strategy.

ATTACHMENTS

Attachment A - Mariachi Plaza Station Improvement Photos

Prepared by: Diane Dominguez, Senior Manager, Countywide Planning & Development, (213) 922-5253

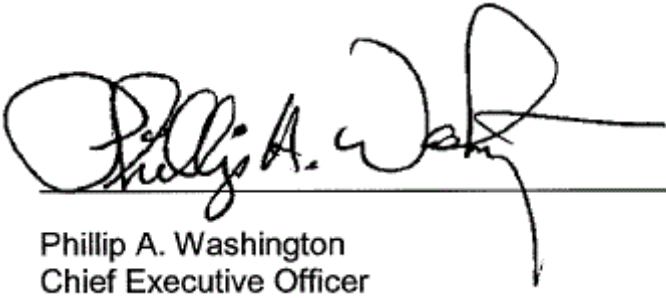
Nancy Alberto Saravia, Director, Transit Operations, (213) 922-1217

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Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

James Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

Mariachi Plaza Station Improvement Photos

Metro Facilities Maintenance Work



Mariachi Plaza Station Improvement Photos



Mariachi Plaza Station Improvement Photos

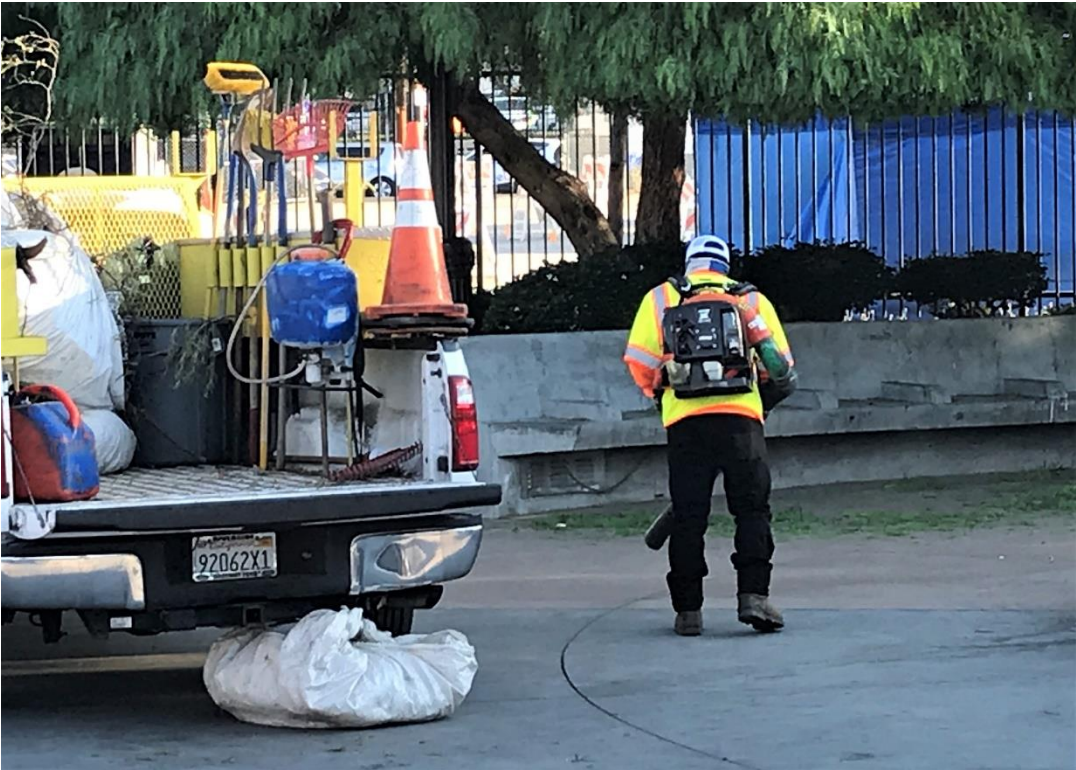


Mariachi Plaza Station Improvement Photos



Mariachi Plaza Station Improvement Photos

Metro Facilities Contracted Maintenance Work



Mariachi Plaza Station Improvement Photos



Mariachi Plaza Station Improvement Photos





Next stop: vibrant communities.

Mariachi Plaza
Planning & Programming
May 19, 2021



Receive and File on Mariachi Plaza

Report back on December 3, 2020 Mariachi Plaza motion.

- Maintenance
- Security
- MOU with City of Los Angeles
- Outreach Survey

Site Overview



- Historical landmark since the 1930s
- Kiosk donated by Mexican State of Jalisco, the birthplace of mariachi music, and resembles Plaza Garibaldi in Mexico City.
- Statue of Lucha Reyes donated by Mexican Consulate in Los Angeles.

Status – Maintenance and Security

- Metro Facilities Maintenance completed full maintenance of:
 - All light and electrical fixtures
 - Painting of lamp posts, bollards and benches
 - Replacement of tree wells
 - All art pieces cleaned and polished
 - Power washing the entire plaza area
- Metro Facilities Contracted Maintenance Services performed landscape maintenance and removal of graffiti
- Metro Security has increased to seven days per week and addressed issues of skateboarders
- Special events - due to Covid-19 no permits have been granted since early 2020

Next Steps

Execute a Memorandum of Understanding with City of LA to:

- Define property ownership, maintenance and repair responsibility
- Confirm property lines, locate easements and vesting with field survey to be completed summer 2021

Conduct Outreach Survey and Special Event Planning Guidelines to understand the:

- Current and future needs for the mariachi musicians, local artists and their housing needs
- Community needs and uses of the Plaza
- Outreach survey to provide Metro with findings and traits important to Metro, City of LA and community stakeholders to help determine decision making framework



Board Report

File #: 2021-0186, File Type: Agreement

Agenda Number: 14.

PLANNING & PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: CESAR E. CHAVEZ & SOTO JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute and enter into a ground lease (“Ground Lease”) and other related documents with La Veranda, L.P. (the “Developer”), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the “Project”) on Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the “Site”) in accordance with the Key Terms and Conditions approved by the Board at its November 30, 2017 meeting as amended by the terms and conditions set forth in the Discussion section of this Board report.

ISSUE

In November 2017, the Board authorized the execution of a Joint Development Agreement (JDA), Ground Lease and other related documents for the Project pursuant to certain key terms and conditions. As a result of Project refinement, financing requirements and Ground Lease negotiations, certain changes to the Board-authorized transaction are needed to finalize and execute the Ground Lease. The proposed changes are described in the Discussion section below.

BACKGROUND

Metro and the Developer executed a JDA in January 2018 in accordance with the Board authorization in November 2017. The JDA was extended for twelve (12) months to January 31, 2022, per Board authorization in January 2021. Prior to the execution of the JDA, Metro and the Developer were parties to an Exclusive Negotiation Agreement and Planning Document (“ENA”). The JDA and ENA have allowed the parties to explore the feasibility of the Project, conduct developer-led community engagement, and negotiate the Ground Lease, and for the Developer to secure entitlements and financing.

Site Overview

The Site totals approximately 1.96 acres of Metro-owned property bounded by Cesar E. Chavez Avenue to the north, Soto Street to the west, Mathews Street to the east, and a residential neighborhood to the south. The Metro L Line (Gold) Soto station is located about one-quarter mile south of the Site. This property was originally purchased for the extension of the Metro Red/Purple

Line subway into Boyle Heights, but with the construction of the Metro L Line's Eastside Extension, it was no longer needed for this purpose.

Project Description

The Project, known as La Veranda, contemplates seventy-six (76) income-restricted affordable apartments, one (1) unrestricted property manager's apartment, approximately 8,000 square feet of commercial space, and associated parking.

Outreach

The recommended action follows extensive project-related outreach by Metro and the Developer. This effort started under a short-term ENA which was executed by the parties in March 2015 for the sole purpose of conducting project-specific community outreach. In December 2015, a full-term ENA was executed and outreach continued throughout its term. Collectively, these efforts resulted in approvals from the Boyle Heights Neighborhood Council (BHNC) Planning and Land Use Committee and the BHNC in October 2015 and January 2021, and approval of the project design by Metro's Boyle Heights Design Review Advisory Committee in June 2016 and February 2021.

DISCUSSION

As a result of Project refinement and financing requirements and additional Ground Lease negotiations, certain key terms and conditions approved by the Board in November 2017 need to be changed in order to finalize and execute the Ground Lease with the Developer.

Proposed Changes:

- 1. Proposed Project:* The Project will include, without limitation, seventy-six (76) affordable rental apartments and one (1) unrestricted property manager's unit. apartments will range from one to three bedrooms which includes the introduction of thirty-eight (38) one-bedroom Permanent Supportive Housing (PSH) apartments at 20% Area Median Income (AMI). Affordable apartments will be made available to households earning between 30% and 50% of AMI.
- 2. Cap on Sale Proceeds:* To avoid negative-income tax-related consequences for the Project's tax-credit investors and to avoid Metro being considered a partner in the Project, Metro's 20% share of the Developer's net proceeds from the sale of the Project, which was previously approved by the Board in November 2017, will be subject to a necessary and reasonable cap.
- 3. Float Up:* Notwithstanding the affordability levels set forth on Attachment A, in the event of a reduction in or loss of Project-Based Vouchers ("PBV Reduction"), or a similar operating subsidy supporting operations related to the Project's thirty-eight (38) PSH apartments, the Developer may, during the period of any such PBV Reduction and only with respect to PSH apartments that become vacant during such period, lease such apartment to households that earn up to 50% of AMI and who may or may not require supportive services; provided that such measures may be utilized only for the duration of and to the extent of the PBV Reduction.
- 4. Construction Completion:* The Ground Lease will require commencement of construction promptly after the commencement date. The Project's construction period will commence on the date that the Ground Lease is executed (the "Commencement Date") and will terminate upon the

earlier of: (1) substantial completion of construction of the Project improvements as described in the Ground Lease, which shall be evidenced by a temporary certificate of occupancy for substantially all of the Project improvements described in the Ground Lease, or (b) the day preceding the date occurring 33 months after the Commencement Date.

5. *Percentage Rent:* Ground lessee shall pay LACMTA a percentage rent in an amount equal to 25% of all gross receipts paid or credited to the ground lessee for commercial uses in the Project's 8,000 square feet of commercial space. Percentage rent shall be calculated on a calendar-year basis and shall be due from the ground lessee to LACMTA annually, in arrears, on March 1st of each calendar year, with a full accounting of the amount due.

6. *Ground Lease Term:* At the end of the initial 65-year Ground Lease term, the Developer will have an option to extend the term for up to 10 years, with a total possible term of not more than 75 years. During the option period, all units in the Project that become vacant will be restricted to households earning no more than 80% of AMI. The option period length and increased income limits are needed for the Developer to secure a tax credit investor and obtain tax credit equity for the Project, and were reviewed and deemed reasonable by Metro's financial consultant.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Project has undergone a robust community engagement process as noted above. In addition, the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, income-restricted affordable housing stock to the community, along with commercial space along a main commercial corridor.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks to amend certain key terms and conditions to be contained in development and real estate contracts. Appropriate construction oversight will be included under the Ground Lease for the Project as part of any construction work to ensure that such work does not adversely impact Metro property, improvements or service, or the continued safety of Metro staff, contractors and the public.

FINANCIAL IMPACT

Funding for joint development activities related to the Project is included in the adopted FY21 budget under Cost Center 2210, Project 401003. Metro costs related to the proposed project that are not reimbursed by the Developer will be funded from General Funds, which are eligible for bus and rail operating and capital expenses.

Impact to Budget

There is no impact to the adopted FY21 budget, which includes the cost to negotiate the JDA, Ground Lease and other project-related documents, review the design and support outreach efforts. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from a developer deposit offset certain staff- and Project-related professional services costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”. By advancing the Project, which includes delivery of critical transit-accessible, income-restricted affordable housing to the Boyle Heights community, as well as commercial space along a main commercial corridor, the recommended action will specifically implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made”.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the proposed changes. Such an action would require a re-scoping of the Project, as well as renegotiation of the proposed changes and perhaps other Board-approved key terms and conditions for the proposed transaction. In addition, the re-scoping effort would jeopardize delivery of the Project, given the design changes that would result therefrom, the added cost of such design changes and current Project financing constraints. Staff does not recommend this alternative because proceeding with the proposed Project incorporating the proposed changes described above is the quickest and surest way to bring much needed transit-accessible, income-restricted affordable housing to the community. The Developer’s longstanding commitment to the Project, including its financial investment to date, provides further reason not to choose this alternative.

NEXT STEPS

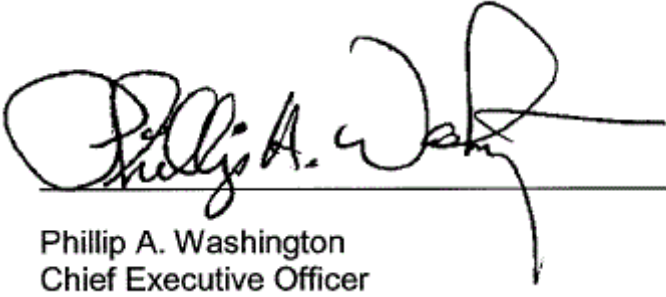
Upon approval of the recommended action, Metro and the Developer will finalize the Ground Lease in accordance with the key terms and conditions approved by the Board in November 2017, as amended by the proposed changes set forth herein. The parties anticipate execution of the Ground Lease in the second quarter of 2021. Construction of the Project is expected to commence promptly thereafter and should be completed within two years of its commencement.

ATTACHMENTS

Attachment A - Unit Mix and Affordability Levels

Prepared by: Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 922-7156
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A

Unit Mix and Affordability Restrictions

Restriction	1 BR	2BR	3BR	Total
Permanent Supportive Housing restricted to formerly homeless households earning up to 20% of AMI (supported with Project Based Vouchers)	19	19	0	38
Restricted to households earning up to 30% of AMI	0	0	5	5
Restricted to households earning up to 40% of AMI	0	1	7	8
Restricted to households earning up to 50% of AMI	0	16	9	25
Unrestricted for Property Manager	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	19	34	24	77



Next stop: vibrant communities.

Cesar E. Chavez & Soto

Joint Development

Planning & Programming Committee

May 19, 2021

Item #14, Legistar File: 2021-0186



Recommendation

AUTHORIZE the Chief Executive Officer to execute and enter into a ground lease (“Ground Lease”) and other related documents with La Veranda, L.P. (the “Developer”), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the “Project”) on Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the “Site”) in accordance with the Key Terms and Conditions approved by the Board at its November 30, 2017 meeting as amended by the terms and conditions set forth in the Discussion section of this Board report.

Joint Development Site

- **Developer:**
La Veranda, L.P. (Abode Communities)
- **Site:**
 - 1.96 acres of vacant Metro land
 - 0.25 miles from Metro L Line (Gold) Soto Station
- **Proposed Project:**
 - 77 apartments
 - 38 supportive housing units (20% of AMI)
 - 38 affordable family units (30% to 50% of AMI)
 - 1 unit at market-rate for a manager
 - Approx. 8,000 square feet of ground floor commercial space and associated parking



Background/Outreach

Background

- Developer selected in December 2015
- December 2017: Board approval of Joint Development Agreement & Ground Lease terms
- JDA extended January 2021

Outreach

- Developer led outreach from 2015 to present
 - Boyle Heights Neighborhood Council (BHNC)
 - BHNC Planning and Land Use Committee
 - Boyle Heights Design Review Advisory Committee

Proposed Changes

- **Unit Mix and Affordability Adjustments:**
 - Introduction of 38 Permanent Supportive Housing (PSH) units
 - Deeper affordability for PSH units at 20% AMI
 - Allow vacant PSH units to “float up” to support households earning up to 50% of AMI in the event of a reduction or loss of Project Based Vouchers
- **Term:** Developer will have an option to extend the term for up to 10 years, with a total possible term of not more than 75 years. During the option period, units that become vacant will be restricted to household earning no more than 80% of AMI if deemed necessary.
- **Other Changes:**
 - Cap on Sale Proceeds: To avoid income tax-related issues
 - Construction Completion Requirements: Extends window for construction completion to 33 months to accommodate increased construction durations
 - Percentage Rent: Clarification in definition of commercial uses

Next Steps

- Upon approval of the recommended action, Metro and the Developer will finalize the Ground Lease in accordance with the key terms and conditions approved by the Board in November 2017, as amended by the proposed changes set forth herein.
- Parties anticipate execution of the Ground Lease by the end of 2021.
- Construction of the Project is expected to commence promptly thereafter and should be completed within approximately two years of its commencement.



Board Report

File #: 2021-0103, **File Type:** Project

Agenda Number: 15.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021**

**SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR
PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Proposed Project with recommended refinements for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project; and
- B. APPROVING the Project’s Title VI Service Equity Analysis in accordance with Title VI of the Civil Rights Act of 1964.

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Project) proposes to connect the San Fernando and San Gabriel Valleys through one of the region’s largest commuter sheds that currently lacks a premium transit service. Transit currently accounts for only 2% of the 700,000 daily trips entering the corridor. Despite the presence of Metro Rail connections at both ends of the corridor, only a third of all trips currently travel the entire corridor from one end to the other.

Metro is the lead agency for the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the North Hollywood to Pasadena BRT Corridor Project. Metro, in coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena, completed an environmental analysis for the Draft EIR in October 2020. Following the Public Review period for the Draft EIR, staff worked with stakeholders on proposed refinements to the Project in key locations.

In Burbank, refinements include a minor reroute of service, relocating a previously proposed station on West Olive Avenue, and recommending an optional station as part of the Proposed Project. In Glendale, an optional station is recommended as part of the Proposed Project and bike lane improvements on Glenoaks Boulevard, currently being studied by the City, will be further coordinated and integrated with the Project. In Eagle Rock, the primary change for the Proposed Project is with the bus lane configuration on Colorado Boulevard. Whereas the Draft EIR proposed side-running bus lanes (Route Option F2), the recommendation for the refined Proposed Project is to implement

primarily center-running bus lanes (Route Option F1) on Colorado Boulevard with two design options east of Eagle Rock Boulevard. One option would include converting one travel lane in each direction to bus lanes while the other option converts portions of landscaped median and street parking to accommodate bus lanes while preserving the existing travel lanes. Additional detail on the recommended refinements is provided in Attachment A and in the Discussion section below. The project design may be further refined through the Final EIR technical process and community input.

Board action on the selection of the Proposed Project is needed to prepare the Final EIR and for the Project to remain on schedule for an opening year of 2024. Selection of the Proposed Project and preparation of the Final EIR are key milestones in the Project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

BACKGROUND

The Project is a proposed 18.1-mile BRT transit corridor that would extend from the North Hollywood Metro B/G Line (Red/Orange) Station to Pasadena City College (PCC). The study area serves the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena that have dense residential populations and many cultural, entertainment, shopping and employment areas throughout, including the NoHo Arts District, Burbank Media Center, Glendale Galleria, Americana at Brand, Eagle Rock, and Old Pasadena.

In February 2017, Metro staff completed the North Hollywood to Pasadena BRT Corridor Technical Study. The Technical Study explored the feasibility of implementing BRT and identified two candidate BRT concepts - a street-running BRT and a freeway-running BRT - with multiple route options throughout the corridor. In March 2017, the Board approved advancing these concepts into the environmental phase. Upon completion of an initial Alternatives Analysis Study in April 2019, the Board approved a Refined Street-Running Alternative with Route Options and directed staff to initiate a Draft EIR in May 2019. At that same time and based on comments provided by the City of Pasadena, the Board approved discontinuing the further study of dedicated bus lanes in the City of Pasadena.

On June 17, 2019, staff initiated a 45-day Public Scoping period. This Public Scoping period was later extended an additional 15 days to August 15, 2019, based on the overwhelming community interest in the Project. The purpose of public scoping is to inform the public that the lead agency, Metro, is evaluating a project under CEQA and to solicit public comment regarding the Project and extent of environmental analyses to be undertaken. In order to accomplish this, five public scoping meetings were held in July 2019. On August 7, 2019, Metro conducted an additional Community Open House Meeting in Eagle Rock where there was especially strong interest in the Project. During the Public Scoping period, Metro received a total of 2,584 comments, which was a mix of those who either supported or opposed the Project.

Metro released the Draft EIR for public review and comment beginning on October 26, 2020 and ending on December 28, 2020. Described within the Draft EIR are one build alternative (the Proposed Project and route options), one No-Build alternative, and one alternative that improves existing bus service. Metro received almost 500 public comments with approximately half of them specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. In addition, staff has coordinated with the City of Burbank on a few

additional refinements to the Proposed Project within their jurisdiction.

Based on the feedback received, staff has since refined the build alternative, or Proposed Project, to incorporate many of the key elements in the community-developed proposal, as well as other refinements in the City of Burbank.

DISCUSSION

A detailed description of the Proposed Project and other alternatives considered in the Draft EIR are provided in the attached Executive Summary to the Draft EIR (Attachment B). The full Draft EIR is available on the Project website at:

<https://www.metro.net/projects/noho-pasadena-corridor/draft-environmental-impact-report/>. A description for the Proposed Project and its route options, as well as the other alternatives considered in the Draft EIR are described below.

Proposed Project Alternative in Draft EIR

The primary route of the Proposed Project (Attachment C) uses a combination of dedicated bus lanes and general-purpose traffic lanes for BRT service that would primarily utilize surface streets between the San Fernando and San Gabriel Valleys. The Project traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena.

The objectives for the Project are summarized as follows:

- Advance a premium transit service that is more competitive with auto travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals.

The Proposed Project would generally include dedicated bus lanes on surface streets where there is adequate street width but will operate in general-purpose traffic lanes in the City of Pasadena. BRT service will operate in various bus lane configurations depending upon the characteristics of the roadways. Other proposed elements being considered as part of the Project include: Transit Signal Priority (TSP); enhanced stations with a number of passenger amenities (e.g., lighting, real time transit info, trash receptacles, seating); some selective street repaving and widening; signage and restriping; improvements to existing bike lanes; and electric buses.

North Hollywood

Route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic

lane near the freeway). Lastly, the route would continue east via the SR-134 freeway. Proposed stations would be located at North Hollywood Station and on Vineland Avenue at Hesby Street.

Burbank

Route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. In curb-running bus lanes, the route would then operate along Olive Avenue between SR-134 and Glenoaks Boulevard. Lastly, the route would then operate along Glenoaks Boulevard between Olive Avenue and Alameda Avenue (combination of curb- and center-running bus lanes). Proposed stations would be located along Olive Avenue at Riverside Drive, Alameda Avenue, Buena Vista Street, the Olive Avenue bridge, San Fernando Boulevard, with an optional station at Verdugo Avenue.

Glendale

Route would operate via Glenoaks Boulevard in median-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would include Alameda Avenue, Western Avenue, and Pacific Avenue, with an optional station at Grandview Avenue. The route would then continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) then continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb- and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive and along Broadway at Brand Avenue, Glendale Avenue, and Verdugo Road.

Eagle Rock

Route would operate along Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 interchange) in side-running bus lanes (Route Option F2). Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Pasadena

The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north south on Raymond Avenue between Walnut Street and Colorado Boulevard and east west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at Holly Street and on Colorado Boulevard at Los Robles Avenue, Lake Avenue, and PCC.

Alternative Route Options

Alternative Route Options within each community were evaluated equally to the primary Proposed Project route in order to provide the public with alternate options for further consideration and comment. Each Route Option is summarized below. For a more detailed description of each individual route option, please see Table ES-1 of the Draft EIR Executive Summary.

North Hollywood

Route Option A2 - Route would follow Lankershim between North Hollywood Station Boulevard and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A

proposed station would be located on Lankershim Boulevard at Hesby Street.

Glendale

Route Option E2 - Route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

Route Option E3 - Route would operate in general-purpose traffic lanes between Glenoaks and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

Eagle Rock

Route Option F1 - Route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in a combination of side- and center-running bus lanes. Proposed stations would be located at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Route Option F3 - Route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general-purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard

Pasadena

Route Option G2 - Route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

Route Option H2 - Route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

Other Alternatives Considered

Alternative 1 - No Project Alternative

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or

transit and highway operational enhancements that are reasonably foreseeable (e.g., North San Fernando Valley (NSFV) BRT Project and the NextGen Bus Plan).

Alternative 2 - Improved Bus Service

This alternative would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics (e.g., shelters with some passenger amenities, TSP). The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in general-purpose traffic lanes with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. This alternative would be expected to generate the fewest adverse impacts as there would be no curb extensions, elimination of parking or travel lanes, or changes to bicycle lanes.

Public Outreach

The Draft EIR was released for a 64-day public review period beginning on October 26, 2020 and ending on December 28, 2020. Noticing of the Draft EIR availability, public review period and meeting dates was accomplished in a number of ways including: U.S certified mail to agencies, organizations and interested parties; newspaper ads; e-blast notices to a database of over 5,000 names; car cards on buses; the Project website; social media ads; and a direct distribution of over 15,000 Project fact sheets along a selective segment of the corridor.

Metro hosted two public hearings to gather comments on the Draft EIR during the review period. In an effort to increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform on a weekday evening and Saturday late morning/early afternoon. During these 2-hour hearings, staff presented information about the Project and allotted time for members of the public to provide both verbal and written comments.

In order to give the public as much opportunity to comment, an online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special Project hotline number, Project email, Project website, and via U.S. mail. In addition, Metro attended (virtually) and presented on the Project at approximately 23 meetings with elected officials, organizations, and other key stakeholders.

Summary of Public Comments

Approximately 242 persons attended the virtual public hearings. In total, nearly 500 comments were received by mail, email, voicemail, text, through the Project website, and at the virtual hearings. About 280 of those comments were from Eagle Rock. As summarized in Attachment D, some of the more common themes included:

- Most local community members supported and/or were not opposed to the Project;
- Most had specific comments regarding the different route alignment options, particularly in

Eagle Rock;

- Majority of Eagle Rock comments were supportive of the Project with an overall preference for a Colorado Boulevard alignment;
- Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan; and
- Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Community input has been encouraged and received at every step of the Project’s development.

Additional Public Outreach

Of the 280 comments specific to Eagle Rock, the majority supported BRT on Colorado Boulevard. Some of the primary concerns included the loss of parking or travel lanes and impacts to the existing bike lanes. Many of the comments also referenced and supported a community-developed proposal that included varying recommendations for different parts of the corridor, including a travel lane reduction east of Eagle Rock Boulevard. In response to the comments, staff developed a refined design concept emulating the F1 option evaluated in the Draft EIR for Eagle Rock, but with several differences. This refined F1 design concept attempted to incorporate as many feasible elements as possible from the community-developed proposal.

These refinements were shared at three virtual roundtable meetings with key Eagle Rock stakeholder groups, as well as businesses along the corridor. The majority of the 80 attendees supported the refined F1 concept in Eagle Rock, which included a travel lane reduction between Eagle Rock Boulevard and the SR-134 freeway interchange, additional landscaped medians, and the preservation of more on-street parking along Colorado Boulevard. Primary areas of interest included street calming, bicycle safety, and streetscape enhancements.

Staff also held a virtual community meeting on April 1, 2021, to receive feedback on the refined Proposed Project ahead of presenting the recommendation to the Metro Board. Approximately 369 people attended the meeting. Of the questions/comments received, most were related to the Eagle Rock segment of the Project. Key feedback received during the meeting included significant support for the refined F1 concept in Eagle Rock, including the desire to incorporate as many elements of the community-developed proposal as possible. However, many people also expressed concern regarding the proposed street reconfiguration on Colorado Boulevard and the potential for traffic congestion and spill-over traffic onto adjacent neighborhood streets.

Proposed Project Recommendation with Refinements

A Proposed Project needs to be selected by the Board in order to further focus on an alternative that can be environmentally cleared by the time the Board considers and certifies the Final EIR. Based on the Draft EIR technical evaluation and public stakeholder input, the Proposed Project is recommended as the preferred alternative, with the refinements described below. Other key elements of the Proposed Project include twenty-two enhanced stations with passenger amenities; transit signal priority or queue jumps at select intersections; new and/or improved signalized crosswalks at several locations; improvements to left-turn pockets for increased safety and capacity at select locations; some potential improvements to existing bike lanes in several communities; and

new and/or replaced landscaping along the corridor. The project design may be further refined through the Final EIR technical process including additional coordination and feedback from the corridor cities. Refer to Attachment E for renderings of the Proposed Project.

Burbank

Based on comments received from the City of Burbank, a small reroute to more directly serve the Burbank Studios and Providence Saint Joseph Medical Center is being proposed. The BRT will be re-routed off Olive Avenue to operate in curb-running bus lanes along Alameda Avenue between Olive Avenue and Buena Vista Street, and on Buena Vista Street between Alameda Avenue and Olive Avenue. The route will then get back onto Olive Avenue at Buena Vista Street and continue in primarily curb-running bus lanes to Glenoaks Boulevard. In addition, this re-route will allow for the consolidation of two proposed stations at Olive Avenue/Alameda Avenue and Olive Avenue/Buena Vista Street into a new proposed station at Alameda Avenue/Naomi Street. There will also be a proposed station at Olive Avenue and Verdugo Avenue, previously considered as an optional station in the Draft EIR.

The BRT station on the Olive Avenue bridge proposed in the Draft EIR has been shifted to west of the bridge at Lake Street. This station, intended to provide a direct connection to the Burbank Downtown Metrolink Station, is being shifted as a result of concerns expressed by the City of Burbank regarding the age and design of the bridge and the feasibility of installing the infrastructure needed for a safe and accessible BRT station. Improvements to the bridge including widening and or extensive retrofits would be cost prohibitive for the Project. From the new station location at Olive Avenue and Lake Street, passengers will be able to access the Metrolink station. Additionally, the Project will include pedestrian improvements such as increased lighting and wayfinding to enhance the pedestrian connection between Metrolink and the BRT.

There is also a minor refinement on Glenoaks Boulevard from Olive Avenue to Providencia Avenue. The BRT will operate in general-purpose traffic lanes rather than in curb-running bus lanes for a small segment before transitioning over into center-running bus lanes at Providencia Avenue.

Glendale

Based on comments received from the City of Glendale, as well as community members, the Glenoaks Boulevard and Grandview Avenue station, which had been described as optional in the Draft EIR, is now a proposed station. Bicycle lane improvements on Glenoaks Boulevard, under study by the City, will be further coordinated and integrated with the Proposed Project.

Eagle Rock

Based on all the comments and feedback received from the Eagle Rock community, including the many comments related to the community-developed proposal, several refinements were made to the original Proposed Project in the Draft EIR. In Eagle Rock, the BRT would operate in a combination of side- and center-running bus lanes along Colorado Boulevard. The side-running bus lanes would operate from Broadway to just west of Eagle Rock Boulevard where it begins transitioning to center-running, as described in the Draft EIR under Route Option F1. East of Eagle Rock Boulevard, the BRT would operate in center/median-running bus lanes to Linda Rosa Avenue via one of two potential design options. One option maintains the two existing travel lanes in each direction while the second option reduces the number of travel lanes to one in each direction along

this segment. Both design options will be evaluated further with additional stakeholder input during preparation of the Final EIR.

Each of the two design options would have different effects on Colorado Boulevard. The option maintaining two travel lanes in each direction resembles Option F1 in the Draft EIR but may be further refined to potentially reduce the loss of landscaped median space, on-street parking, and/or the curb extensions being planned by the City of Los Angeles. The design option with the travel lane reduction has a greater effect on traffic but preserves most on-street parking, enhances landscaped medians, and maintains most city-planned curb extensions. Both design options maintain buffered bike lanes.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the Project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a premium travel option for the approximately 4% of households within the study area that currently do not own an automobile, which is one of several characteristics usually associated with transit dependency.

This Project considered opportunities to provide a premium transit service through the implementation of BRT, including a number of key BRT attributes that would result in faster travel times, improved service reliability and an enhanced customer experience for the corridor's transit-dependent/low-income communities. This Project also aims to enhance mobility and improve regional access, particularly to key employment centers within the Project corridor. Community outreach efforts have also included innovative and comprehensive approaches to engage historically underserved communities, especially during the challenges and restrictions that arose from COVID-19. The Project is currently being approached and designed for consistency with Metro's Equity Platform Framework and will continue to do so during future phases.

Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. As a recipient of federal funds and in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B Chapter IV, staff conducted a Title VI Service Equity Analysis for the Project. The purpose of the analysis (Attachment F) is to compare the Proposed Project to the rest of the Metro service area to determine whether the new service line will have a disparate impact on the minority population or a disproportionate burden on the low-income population.

Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations. In summary, the Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the Project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The current FY 2021 budget included \$2,714,430 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding for this project is primarily Measure M (\$267 million) with approximately \$50 million in SB1 funds. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the recommended Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. This is not recommended, as it would delay the initiation and completion of the Final EIR. Delaying the Final EIR would jeopardize the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

NEXT STEPS


Should the Board select a Proposed Project, staff will initiate work on the Project's Final EIR, including conducting additional community outreach. After completion of the Final EIR, staff anticipates returning to the Board in summer 2021 for Project Certification.

ATTACHMENTS

- Attachment A - Map of Refined Proposed Project
- Attachment B - Executive Summary of the Draft EIR
- Attachment C - Map of Proposed Project and Route Options Studied in Draft EIR
- Attachment D - Public Comment Summary Report
- Attachment E - Conceptual Renderings of BRT
- Attachment F - Title VI Service Equity Analysis

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Phillip A. Washington
Chief Executive Officer

Refined Proposed Project



ES. Executive Summary

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) (Proposed Project or Project) and its potential environmental effects. It contains the purpose of the Draft Environmental Impact Report (EIR), a summary of the environmental review process, the project history, project objectives, a description of the Proposed Project, a summary of environmental impacts and mitigation measures, areas of controversy/issues to be resolved, a comparison of the Proposed Project to alternatives, and a trade-off analysis comparing the Proposed Project and route options.

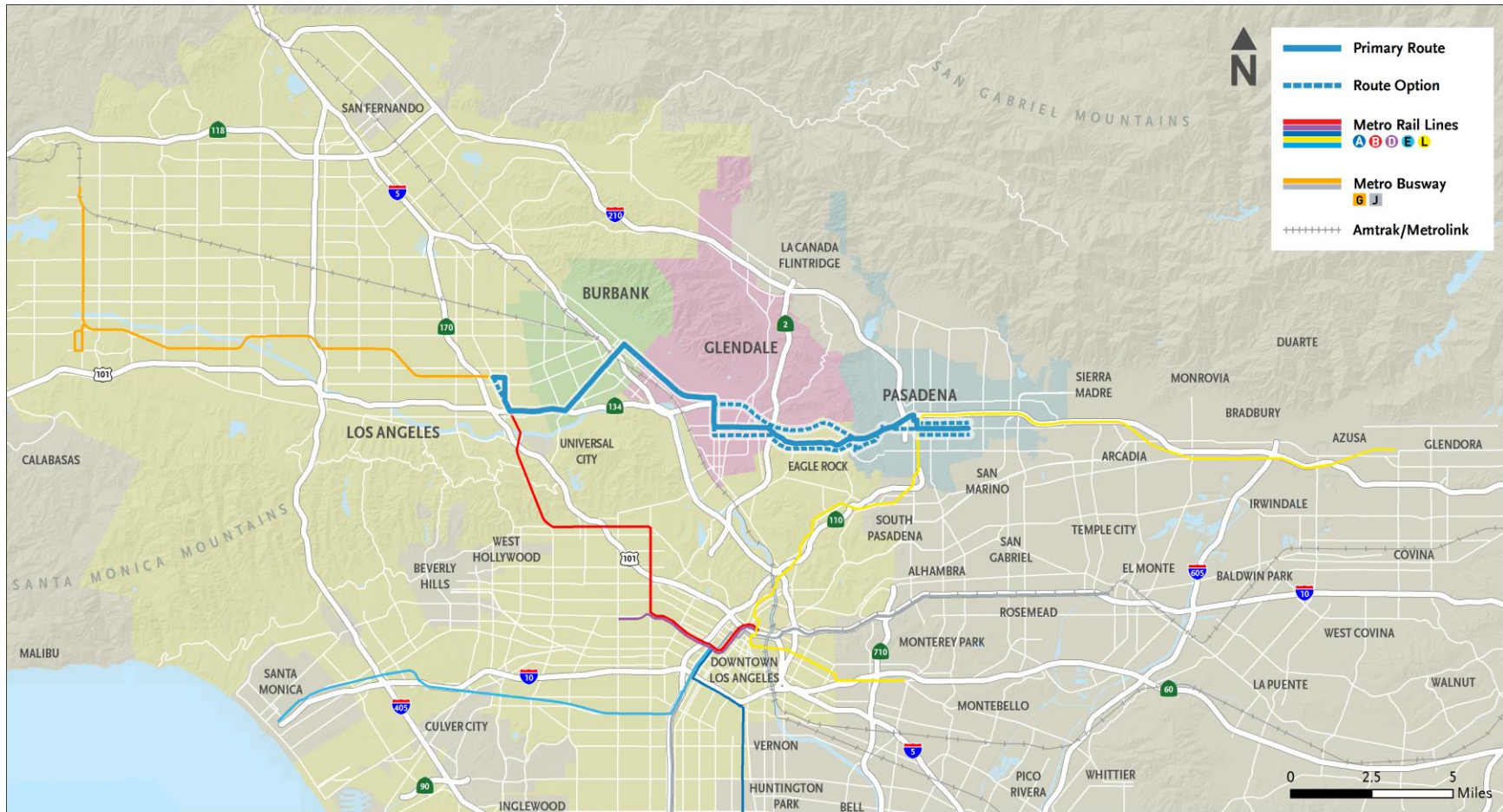
The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood B/G Line (Red/Orange) Station in the City of Los Angeles through the Cities of Burbank and Glendale and into the City of Pasadena ending at Pasadena City College. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. **Figure ES-1** shows the regional context of the Project Corridor.

The Proposed Project includes options for the BRT route and configurations. This was necessary due to public feedback during the completion of the Alternatives Analysis and Draft EIR scoping feedback. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that all stakeholders and the agency decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

ES.1 PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Draft EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). The Draft EIR will inform public agency decision-makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects. The Draft EIR will also enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

Figure ES-1 – Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2020.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

This Draft EIR is an informational document designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated.

ES.2 ENVIRONMENTAL REVIEW PROCESS

In May 2019, an Alternatives Analysis Report, including its findings and recommendations, was presented to the Metro Board of Directors. The Metro Board directed staff to initiate a Draft EIR. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on June 14, 2019, to the State Clearinghouse and June 17, 2019, to various other public agencies and the general public for a 45-day review and comment period. During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019. Five scoping meetings were held in July 2019 to facilitate public review and comment on the Proposed Project and the Draft EIR. Metro received a total of 2,584 comments during the public scoping period. Generally, comments received were a mix of both supportive and opposed sentiments toward the Proposed Project.

After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to the agencies for review prior to consideration of the Final EIR by Metro's Board.

Upon completion of the Final EIR and other required documentation, the Metro Board may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.

Opportunities for the public to provide comments and participate in virtual public hearings are indicated on the following page.

Public Hearings	
<p>Metro will conduct two virtual public hearing to take testimony on the Draft EIR during the public review and comment period. Public hearings will not be in person to promote community safety related to Coronavirus 2019/2020.</p> <p>The presentation may be viewed during the public review period at: https://www.metro.net/projects/noho-pasadena-corridor/</p>	
<p><u>Virtual public hearings will take place during the following dates and times:</u></p>	
<p>Date: Thursday, November 12, 2020</p> <p>Time: 6:00 p.m. – 8:00 p.m.</p> <p>Online link: https://zoom.us/j/93362737314</p> <p>Telephone: (877) 853-5247 (Toll Free) (888) 788 0099 (Toll Free) (833) 548 0276 (Toll Free) (833) 548 0282 (Toll Free)</p> <p>Webinar ID: 933 6273 7314</p>	<p>Date: Saturday, November 14, 2020</p> <p>Time: 11:00 a.m. – 1:00 p.m.</p> <p>Online link: https://zoom.us/j/93255094044</p> <p>Telephone: (833) 548-0276 (Toll Free) (833) 548-0282 (Toll Free) (877) 853-5247 (Toll Free) (888) 788-0099 (Toll Free)</p> <p>Webinar ID: 932 5509 4044</p>
Public Comments	
<p>The public review and comment period for this Draft EIR is from October 26, 2020 to December 10, 2020. During this period, public agencies, organizations, and individuals may submit written comments concerning the adequacy of the Draft EIR to:</p> <p style="text-align: center;">Scott Hartwell, Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, Mail Stop: 99-22-6 Los Angeles, CA 90012 Email: nohopasbrt@metro.net</p> <p>You may also call the North Hollywood Pasadena BRT Corridor Project hotline (213) 418-3228 and leave a message.</p>	

ES.3 PROJECT OBJECTIVES

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro’s Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

ES.4 PROJECT HISTORY

The North Hollywood to Pasadena BRT Corridor was identified by Metro's 2013 Countywide Bus Rapid Transit and Street Design Improvement Study as one of the region's most heavily traveled corridors without a premium bus service. This led to the North Hollywood to Pasadena BRT Corridor Technical Study, completed in March 2017, which explored the feasibility and performance of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The North Hollywood to Pasadena BRT Corridor Planning and Environmental Study was initiated in August 2018 to further study BRT concepts. Metro launched an extensive public outreach effort to provide project updates and to solicit feedback on the two initial BRT concepts identified in the BRT Corridor Technical Study. This outreach effort included five community meetings in addition to approximately 40 individual briefings with the affected cities' elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the Metro outreach team attended neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information at the North Hollywood Metro B/G Line (Red/Orange) Station.

Field reviews were conducted to evaluate potential routing and station opportunities and constraints, as well as land uses. Concurrently, a comprehensive database of street cross sections, existing transit service characteristics, and other data was assembled and evaluated to inform the screening and evaluation of alternatives in the North Hollywood to Pasadena Alternatives Analysis Report. The results of the initial screening analysis were synthesized into three distinctive refined routes to further study — street-running, freeway-running, and hybrid street/freeway-running. Each of these three routes extended from the Metro B/G Line (Red/Orange) terminus on Lankershim Boulevard and terminated at the Pasadena City College near Colorado Boulevard at Hill Avenue in Pasadena. It was determined that the street-running route best met the Project's Objectives and would achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. Promising route segments from the other two screened routes were also recommended to be carried forward, resulting in a refined street-running route with options.

The Alternatives Analysis Report describes routes that were eliminated from consideration. Combined with the feedback received from the various communities, several of the initial routing options were eliminated from further consideration — three from the Primary Street Concept and two from the Primary Freeway Concept. Routes that were eliminated from consideration included, Chandler Boulevard (North Hollywood – Burbank), Magnolia Boulevard (North Hollywood – Burbank), Brand Boulevard (Glendale), Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5, and Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena).

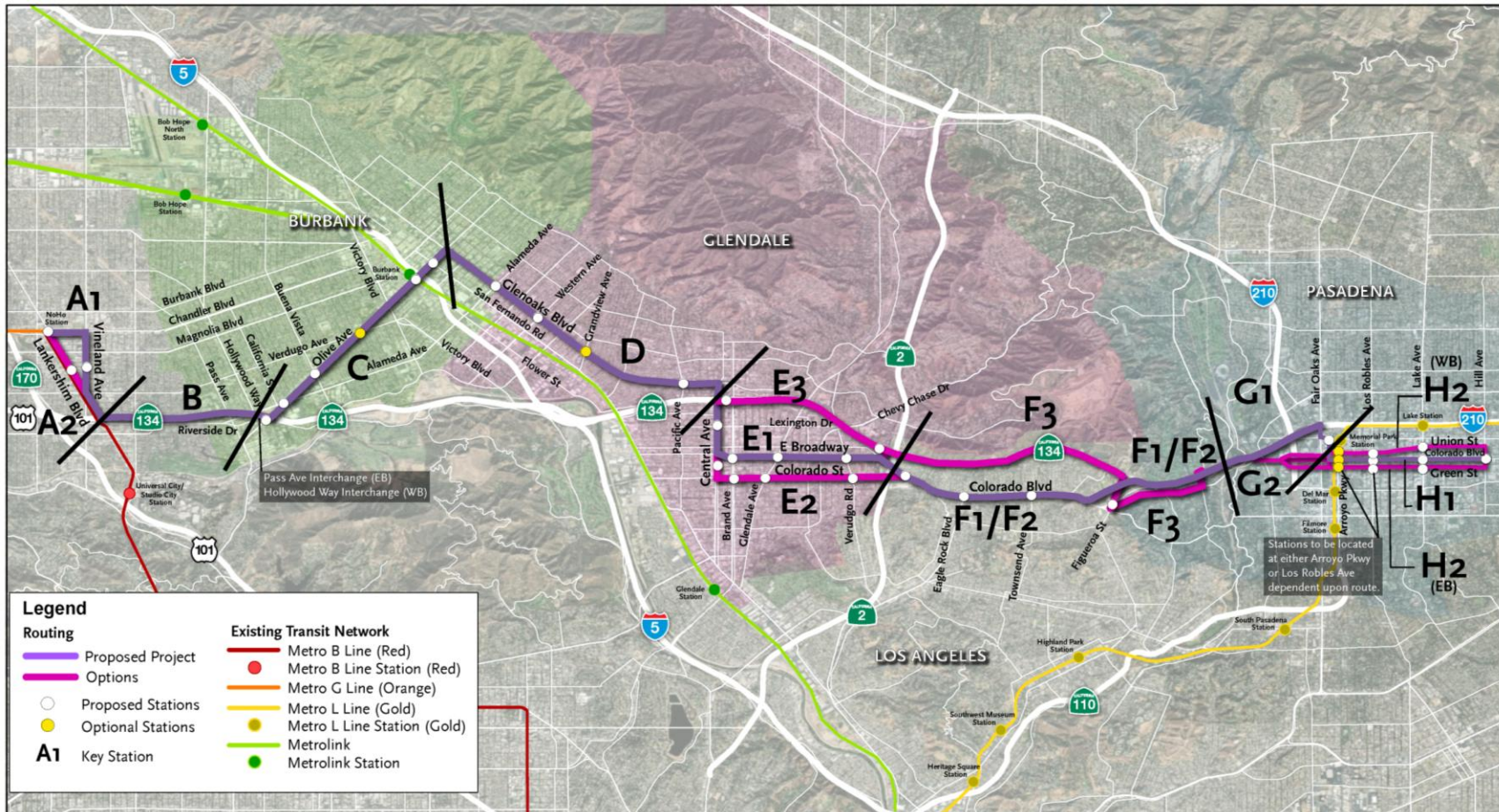
ES.5 PROPOSED PROJECT

The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Project Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. Route options including in one segment, bus lane configuration options, are evaluated in the EIR in response to input received during completion of the Alternatives Analysis and EIR scoping period: It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that Metro decision-makers and all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

Figure ES-2 shows the Proposed Project and route options. **Table ES-1** provides the bus lane configurations for each route segment of the Proposed Project and route options.

Figure ES-2 – Proposed Project with Route Options



SOURCE: Terry A. Hayes Associates Inc., 2020.

Table ES-1 – Route Segments

Key	Segment	From	To	BRT Lane Configuration	Stations
A1 (Project)	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	<ul style="list-style-type: none"> Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running ¹ Mixed-Flow ²	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	<ul style="list-style-type: none"> Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow ³	
A2 (Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running ⁴	<ul style="list-style-type: none"> Hesby St.
B (Project)	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C (Project)	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow ⁵	
	Olive Ave.	Hollywood Wy. (WB) Riverside Dr. (EB)	Glenoaks Blvd.	Curb-Running	<ul style="list-style-type: none"> Riverside Dr. Alameda Ave. Buena Vista St. Verdugo Ave. (optional station) Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station San Fernando Blvd.
D (Project)	Glenoaks Blvd.	Olive Ave.	Central Ave.	Curb-Running Median-Running ⁶	<ul style="list-style-type: none"> Alameda Ave. Western Ave. Grandview Ave. (optional station) Pacific Ave.

Key	Segment	From	To	BRT Lane Configuration	Stations
E1 (Project)	Central Ave.	Glenoaks Blvd.	Broadway	Mixed Flow Side-Running ⁷	<ul style="list-style-type: none"> Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	<ul style="list-style-type: none"> Brand Blvd. Glendale Ave. Verdugo Rd.
E2 (Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Mixed-Flow Side-Running ⁷	<ul style="list-style-type: none"> Lexington Dr. Americana Wy.
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running	<ul style="list-style-type: none"> Brand Blvd. Glendale Ave. Verdugo Rd.
E3 (Option)	Central Ave.	Glenoaks Blvd.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow	
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Brand Blvd.	Mixed-Flow	<ul style="list-style-type: none"> Brand Blvd.
	SR-134 ⁸	Brand Blvd.	Harvey Dr.	Mixed-Flow	<ul style="list-style-type: none"> Harvey Dr.
F1 (Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running ⁹	<ul style="list-style-type: none"> Eagle Rock Plaza Eagle Rock Blvd. Townsend Ave.
F2 (Project)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running	<ul style="list-style-type: none"> Eagle Rock Plaza Eagle Rock Blvd. Townsend Ave.
F3 (Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow	
	Figueroa St.	SR-134	Colorado Blvd.	Mixed-Flow	<ul style="list-style-type: none"> Colorado Blvd.
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	Mixed-Flow	
G1 (Project)	SR-134	Colorado Blvd.	Fair Oaks Ave. Interchange	Mixed-Flow	
	Fair Oaks Ave.	SR-134	Walnut St.	Mixed-Flow	
	Walnut St.	Fair Oaks Ave.	Raymond Ave.	Mixed-Flow	
	Raymond Ave.	Walnut St.	Colorado Blvd. or Union St./Green St.	Mixed-Flow	<ul style="list-style-type: none"> Holly St. - Metro L Line (Gold)

Key	Segment	From	To	BRT Lane Configuration	Stations
G2 (Option)	SR-134	Colorado Blvd.	Colorado Blvd. Interchange	Mixed-Flow	
	Colorado Blvd. or Union St./Green St.	Colorado Blvd. Interchange ¹⁰	Raymond Ave.	Mixed-Flow	<ul style="list-style-type: none"> • Arroyo Pkwy. Metro L Line (Gold)
H1 (Project)	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	<ul style="list-style-type: none"> • Los Robles Ave.¹¹ • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College
H2 (Option)	Union St. (WB) Green St. (EB)	Raymond Ave. ¹²	Hill Ave.	Mixed-Flow	<ul style="list-style-type: none"> • Los Robles Ave.¹³ • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College

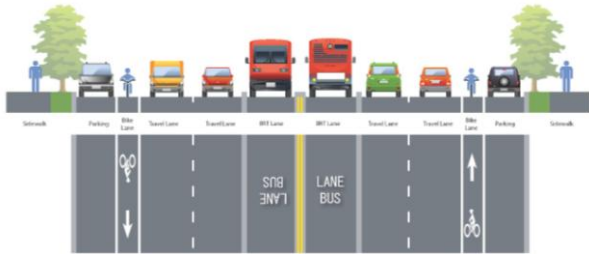

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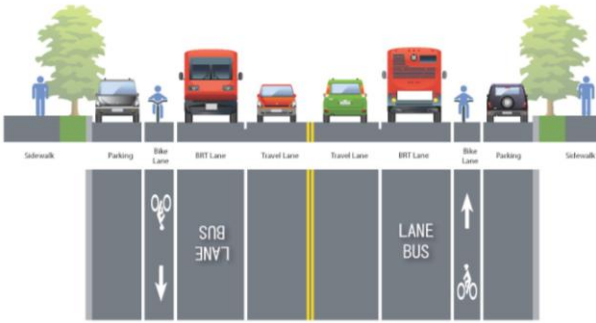
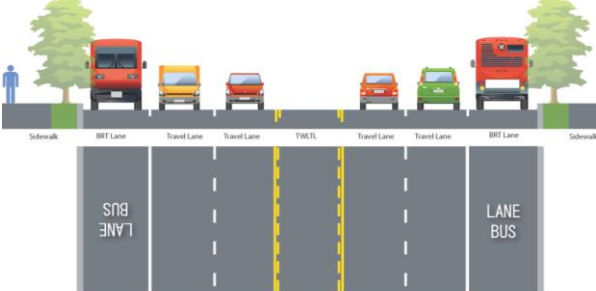
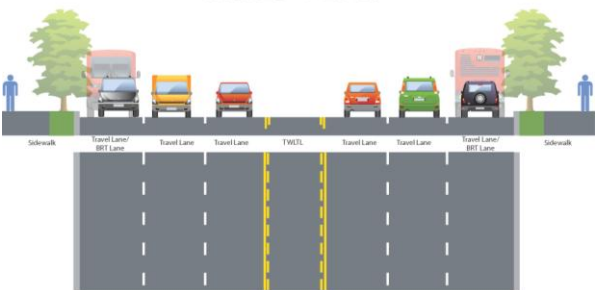
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. Side-running BRT lanes transition to curb-running BRT lanes to the south of Huston St.
5. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
6. Curb-running BRT lanes transition to median-running BRT lanes at Providencia Ave.
7. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
8. Route continues via Broadway to Colorado Blvd./Broadway intersection (Project Route F2 and Route Option F1) or via SR-134 (Route Option F3).
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Route option is a couplet that would leave/join Colorado Blvd. via St. John Ave.
11. Los Robles Ave. station would not be included if paired with Route Option G2.
12. Route would transition to Colorado Blvd. at St. John Ave. if paired with Route Option G2.
13. Los Robles Ave. station would not be included if paired with Route Option G2.

ES.6 LANE CONFIGURATIONS AND TREATMENTS

The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The treatments for the Proposed Project and treatment options being assessed in the Draft EIR are shown in **Table ES-2**.

Table ES-2 – Lane Configuration and Treatments

Center-Running	Median-Running
<p>Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings. In order to preclude roadway traffic from turning across the bus lanes, a physical barrier such as a short raised-median barrier between the two bus lanes may be provided. Cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>	<p>In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left-hand side doors). Alternatively, the median can be reconfigured in the station area to provide loading islands located outside of the bus lanes (for buses with standard right-hand side doors.) A median-running bus lane may also be physically separated from parallel roadway traffic in a defined guideway through the use of short raised-curbs or rumble strips. Similar to the center-running configuration, cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>
 <p>The diagram illustrates a center-running bus lane configuration. It shows a cross-section of a roadway with two bus lanes in the center, separated by a raised median barrier. The bus lanes are labeled 'LANE BUS'. To the left of the bus lanes are transit lanes, travel lanes, and parking areas. To the right are transit lanes, travel lanes, and parking areas. The diagram also shows a bicycle lane on the far right and a sidewalk on the far left.</p>	 <p>The diagram illustrates a median-running bus lane configuration. It shows a cross-section of a roadway with a median in the center. The bus lanes are located on either side of the median, labeled 'LANE BUS'. The diagram also shows transit lanes, travel lanes, and parking areas on both sides. A bicycle lane is shown on the far right, and a sidewalk is on the far left.</p>

Side-Running	Curb-Running
<p>Side-running bus lanes dedicate the right-most travel lane to BRT vehicles. Side-running bus lanes are separated from the curb by bicycle lanes, parking lanes, or both, and may allow for right-turns to be made from the curb lane at intersections reducing conflicts with buses. Otherwise, right-turns are allowed to be made from the bus lane. Because station placement is adjacent to the sidewalk, stations are typically developed with bulb outs or curb extensions, enhancing walkability and the pedestrian environment. Station siting and design treatment should minimize conflicts with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic.</p> 	<p>Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, which eliminates parking or restricts parking to time periods when the bus lane is not operational. Like the side-running bus lanes configuration, a curb extension may be provided; however, operation along the curb may preclude development of a bulb out. This type of runningway can experience friction or interaction with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic, which typically merges into the bus lane prior to turning.</p> 
Mixed-Flow	
<p>Mixed-flow operation may be provided along the BRT route where buses need to transition from one busway configuration to another such as from center-running to side-running, where buses may need to weave into another lane to make a turn, or where traffic operational or geometric constraints make provision of a dedicated lane impractical. In mixed-flow sections, transit priority at intersections may still be provided to facilitate BRT operations.</p>	

Illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure ES-3** through **Figure ES-13**.

Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project



SOURCE: Kilograph, 2020

Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project



SOURCE: Kilograph, 2020

Figure ES-5 – Burbank – Olive Avenue Pre-Project



SOURCE: Kilograph, 2020

Figure ES-6 – Burbank – Olive Avenue Post-Project



SOURCE: Kilograph, 2020

Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project



SOURCE: Kilograph, 2020

Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project



SOURCE: Kilograph, 2020

Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project



SOURCE: Kilograph, 2020

Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project



SOURCE: Kilograph, 2020

Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project



SOURCE: Kilograph, 2020

**Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Proposed Project
(Side-Running Configuration)**



SOURCE: Kilograph, 2020

**Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Option F1
(Center-Running Configuration)**



SOURCE: Kilograph, 2020

ES.7 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.

- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

ES.8 ENHANCED STATIONS

Metro BRT stations are designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of part approach, similar to Metro rail stations. Although the kit of parts approach is under development by Metro, station elements as described below would be utilized to establish a minimum requirement of baseline of amenities for platforms. At locations with higher ridership or where space allows, additional enhanced amenities would be provided to support the Proposed Project. Stations siting would allow for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 35 possible station sites. This includes 21 potential stations along with two optional (future infill) stations along the Proposed Project route, plus an additional 12 potential station locations along route option segments, as indicated in **Table ES 3**. Of the 21 proposed stations, four would be along islands within the street, and the remaining 17 stations would be along the sidewalk, with curb extensions at some locations.

Table ES 3 – Proposed/Optional Stations

Jurisdiction	Proposed Project Stations	Route Option Stations
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
City of Glendale	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
	SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.	
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St. ¹ (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. ²	Union St./Arroyo Pkwy. (WB) ² Green St./Arroyo Pkwy. (EB) ²
	Colorado Blvd./Los Robles Ave. ¹	Union St./Los Robles Ave. (WB) ¹ Green St./Los Robles Ave. (EB) ¹
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

¹With Fair Oaks Ave. interchange routing.

²With Colorado Blvd. interchange routing.

³This location could also accommodate boardings for the Proposed Project.

ES.9 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Construction activities would likely occur during daytime hours. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. For these specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook is a leading source of information for traffic control in low-speed/short-duration work areas. It provides quick reference traffic control guidelines for work activities for contractors, cities, counties, utilities and other agencies responsible for such work. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

ES.10 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during weekday evenings (after 7:00 p.m.), and with 15-minute frequency during the day on weekends tapering to 30 minutes on weekend evenings. The

BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. Charging infrastructure would be available at the North Hollywood Station and Pasadena City College termini as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.¹ The Proposed Project has an anticipated opening date in 2024.

When operations commence in 2024, it is possible that the fleet would consist of compressed natural gas (CNG) buses until zero-emission electric buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030.

ES.11 RIDERSHIP

The Proposed Project is forecast to attract 34,950 boardings in 2042. Transportation modeling was also completed for the route options. It was determined that the route options would attract less ridership, but the associated regional vehicle miles traveled would not significantly change compared to the Proposed Project. The difference in regional vehicle miles traveled was approximately 0.003 percent for all route options.

ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M and Senate Bill 1, which provide a total of \$267 million in funding.

Capital Costs

Capital costs for the Proposed Project were estimated based on the Concept Plans. The approach for developing the capital cost estimate used the Standard Cost Category format developed by the Federal Transit Administration, which captures both the “hard” infrastructure construction costs of a project and the “soft” costs like professional services, right-of-way acquisition, contingency, and inflation. An individual estimate was prepared for each route segment (and segment options) to capture and identify the costs associated with each segment, and to assist in the evaluation of the segment options. There are several project costs that are not attributable to an individual segment, therefore an estimate was prepared for “overall” project items, including the bus vehicles and spare parts allowance.

¹ Charging infrastructure is currently being designed for installation at North Hollywood Station for the Metro G Line (Orange) and additional bus service that accesses this station. Charging infrastructure could potentially be accommodated by displacing a number of surface parking spaces at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte facility, Metro will be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

The results of the conceptual capital cost estimates for the Proposed Project and Route Options indicate a range of approximately \$253 million to \$371 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering, and environmental analysis that has been completed for the Project. The level of estimating detail would increase as the project design and engineering advances.

Operations and Maintenance (O&M) Costs

An O&M cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. O&M costs are expressed as the annual total of employee wages and salaries, fringe benefits, contract services, materials and supplies, utilities and other day-to-day expenses incurred in the operation and maintenance of a transit system. O&M costs include costs directly related to the provision of transit service (e.g., bus operators and mechanics), and an allocation of administrative functions to each mode of service that is related to the provision of transit service (e.g., customer service, finance and accounting).

The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

- Annual Revenue Bus-Hours
- Annual Revenue Bus-Miles
- Peak Buses
- BRT Station Platforms
- BRT Directional Lane Miles
- BRT Maintenance Facilities (Garages)

The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from \$16.6 million to \$18.5 million.

ES.13 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Areas of Controversy

Known areas of controversy associated with the Draft EIR include:

- **Loss of travel lanes:** Travel lanes would be converted into BRT lanes at various locations along the 18-mile alignment including Glenoaks Boulevard, Central Avenue and Broadway in Glendale.
- **Bicycle lane changes:** Under the Proposed Project, a Class II bicycle lane (striped buffer separating bicycle lanes from vehicle lanes) in the Eagle Rock community of the City of Los Angeles would be converted to a multimodal shared bus/bicycle lane. This change would occur under Route Option F2 on Colorado Boulevard.

- **Medians:** Under the Proposed Project, Vineland Avenue would be reconstructed in the City of Los Angeles and the existing raised medians would be removed in order to accommodate new center-running bus lanes. Median modifications would also occur at intersections along Glenoaks Boulevard in the City of Glendale under the Proposed Project and along Colorado Boulevard in Eagle Rock under Route Option F1. During the scoping period, comments were submitted to Metro opposed to median removal.
- **Construction activities:** Controversial construction effects include business access, air pollution, and noise.
- **Parking:** Parking loss is not an issue addressed in the CEQA Guidelines and therefore not addressed in the Draft EIR. Metro acknowledges that parking loss affects businesses and residents in the corridor. The Project Description of the Draft EIR characterizes locations of potential parking loss. This information will be provided to Metro Board for consideration when considering approval of the Proposed Project.

Issues to be Resolved

Issues to be resolved associated with the Draft EIR include:

- **Maintenance Facility:** Metro has capacity for maintaining Proposed Project buses at multiple existing facilities. The specific facility has not been identified at this time, although the likely location is the existing Metro bus facility in El Monte.
- **Electric Buses:** Metro is committed to a fully electrified bus fleet by 2030. The specific implementation date for the Proposed Project has not been identified and natural gas may be used to power buses in the 2024 opening year.
- **Potential charging station at Pasadena City College:** Metro and Pasadena City College are discussing a charging station at the terminus by the campus. The environmental effects of the potential charging station are considered in this document.

ES.14 COMPARISON OF THE PROPOSED PROJECT AND ROUTE OPTIONS

A high-level analysis has been completed to compare the Proposed Project and the route options. **Table ES-4** shows various metrics, including mobility, transit orientated communities, cost, and transportation facilities. **Table ES-5** shows the potential environmental effects associated with the Proposed Project and the route options. This information would be considered by the Metro Board of Directors when determining if the Proposed Project will be approved for implementation. The metrics are described below:

Table ES-4 – Comparison of Route Options

District	Alt.	Benefits						Costs and Effects				
		Mobility			Transit Oriented Communities			Cost	Transportation Facilities			
		Segment Travel Time	Travel Time Reliability	Station Boardings	Transit Connectivity	First/ Last Mile	Economic Potential	Capital Cost	Traffic & Circulation	Parking	Bicycles	Pedestrians & Streetscape
North Hollywood	A1	x	✓	✓	✓	✓	✓	x	✓	x	✓	✓
	A2	✓	✓	✓	✓	✓	✓	✓	x	x	x	x
Glendale	E1	x	✓	✓	✓	✓	✓	x	x	✓	✓	✓
	E2	x	✓	✓	✓	✓	✓	x	x	✓	✓	✓
	E3	✓	x	x	x	x	x	✓	✓	✓	✓	✓
Eagle Rock	F1	✓	✓	✓	✓	✓	✓	x	x	x	✓	x
	F2	✓	✓	✓	✓	✓	✓	x	✓	✓	x	✓
	F3	✓	x	x	x	x	x	✓	✓	✓	✓	✓
Pasadena	G1	x	✓	✓	✓	✓	✓	x	✓	✓	✓	✓
	G2	✓	✓	x	x	✓	✓	✓	✓	✓	✓	✓
Pasadena	H1	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	✓
	H2	✓	✓	x	✓	✓	✓	✓	✓	✓	✓	✓

Notes:

- ✓ - Best performing route option(s) for the segment
- x - Poorest performing route option(s) for the segment

SOURCE: Kimley-Horn, 2020.

Mobility Benefits

- Travel Time – The evaluation is based upon the 2042 projected AM peak period segment travel time. Travel time differences of 30 seconds or more were considered.
- Travel Time Reliability – Segments with dedicated bus lanes provide higher reliability. Freeway segments would have low reliability due to peak hour congestion resulting in high variability.
- Station Boardings – The evaluation is based upon the total projected boardings for all stations within a particular route segment.

Transit Oriented Communities Benefits

- Transit Connectivity – Reflects transit integration and opportunities to transfer to other services based upon stations included in the segment.
- First/Last Mile – The evaluation considers walk and bike access to stations within the segment.
- Economic Potential – Reflects the economic potential of stations within the segment considering development patterns, land values and real estate trends, and the potential of the BRT to catalyze community development.

Cost and Effects

- Capital Cost – Indicates route options with higher or lower capital cost.
- Traffic & Circulation – The evaluation considers potential increased congestion associated with conversion of general-purpose lanes to dedicated bus lanes as well as modifications to circulation patterns resulting from reconfiguration of roadways along the BRT route to accommodate bus lanes.
- Parking – Reflects the potential for potential loss of parking due to reconfiguration of the roadway along the BRT route to accommodate bus lanes.
- Bicycles – Indicates route options which may have a beneficial or negative effect on existing and planned bicycle facilities along the BRT route.
- Pedestrians & Streetscape – Reflects potential effects such as sidewalk narrowing to accommodate bus lanes as well as modifications to roadway medians and sidewalk areas which may result in the elimination of existing landscape.

Key observations regarding the indicated trade-offs in each of the five segments where route options are defined are as follows:

- North Hollywood – The proposed project route option A1 via Chandler Boulevard to Vineland Avenue to Lankershim Boulevard is slightly slower and more costly than route option A2 entirely via Lankershim Boulevard but, unlike route option A2, does not reduce the number of through lanes on Lankershim Boulevard north of Camarillo Street. The proposed project route option A1 retains all through lanes and also adds a

Class IV cycle track for bicycles along Vineland Avenue, so A2 was indicated as having poorer performance for bicycles. Route option A2 reduces travel lanes on Lankershim Boulevard north of Camarillo Street and would reduce sidewalk widths along Lankershim Boulevard south of Camarillo Street. There would be some loss of parking associated with either option.

- Glendale – The proposed project route option E1 via Central Avenue to Broadway would provide similar travel time benefits as route option E2 via Central Avenue to Colorado Street. No negative effects were identified for bicycles; however, the proposed project route option E1 would provide a dedicated bus lane along Broadway which would provide more protection for cyclists compared to the existing condition in which cyclists share the road along this route which is designated as a Class III facility in the Glendale bicycle plan. Contrasting either of these route options to route option E3 via Central Avenue connecting to the SR-134 freeway at Brand Boulevard and following the freeway to Harvey Drive, the E3 freeway option would have the fastest travel time and lowest construction cost, but would have relatively poor travel time reliability, low ridership, poor transit connectivity, and poor first/last mile station access.
- Eagle Rock – Route options F1 and F2 would both follow Colorado Boulevard through Eagle Rock, however the configuration for the proposed project, F2, would preserve the travel lanes along the roadway to provide two continuous through lanes along with a shared bus and bicycle lane, which would remove the existing Class II bicycle lane where present (it is discontinuous). Route option F2 would also retain all of the existing parking (with minor losses at stations) and would not conflict with the ATP Cycle 2 improvements under development by the City of Los Angeles. The alternative configuration in route option F1 would retain a narrowed buffered Class II bike lane as well as two continuous through lanes but would result in loss of about one half of the on-street parking as well as the raised landscaped median east of Eagle Rock Boulevard to accommodate side-running bus lanes from Broadway to Ellenwood Drive transitioning to center-running bus lanes from El Rio Avenue to Dahlia Drive (westbound) or Linda Rosa Avenue (eastbound). Left turns across the bus lane would be restricted to major intersections and various minor cross streets; however, turn pockets would be provided for left-turn movements improving safety. By contrast, route option F3, which would be routed via the SR-134 freeway exiting at the Figueroa Street interchange to serve a station at the Figueroa Street / Colorado Boulevard intersection, would have the fastest travel time and lowest construction cost, but would have poorer ridership, less travel time reliability, less transit connectivity and poorer first/last mile station access compared to either route option F1 or F2.
- Pasadena – The proposed project route option G1 via the Fair Oaks Avenue interchange to Walnut Avenue to Raymond Avenue would have a longer travel time compared to route option G2 via the Colorado Boulevard interchange and it would be more costly with an added station along Raymond Avenue at Holly Street adjacent to the Memorial Park L Line (Gold) station. However, because of this station, route option G1 would have higher ridership and transit connectivity compared to route option G2.

The proposed project route option H1 via Colorado Boulevard would have a similar travel time, but lower travel time reliability compared to the route option H2 routed via the Green Street / Union Street couplet; however, route option H1 via Colorado Boulevard would have higher ridership. There would be no other substantial differences.

Table ES-5 provides a summary of the environmental impacts associated with the Proposed Project and each route option. **Table ES-6** provides a summary of the impact statements associated with each route option. This table shows that the environmental impacts in North Hollywood for Route Options A1 and A2 are similar. In Glendale, Route Option E3 would be the least environmentally impactful route while Route Options E1 and E2 would have similar impacts. In Eagle Rock, Route Option F3 would be the least environmentally impactful route. Route Option F2 would be slightly less environmentally impactful than Route Option F1. In Pasadena, Route Options G1, G2, H1, and H2 would all have similar environmental impacts.

ES.15 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified in the Draft EIR.

ES.16 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Draft EIR has been prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels and impacts that are less than significant or non-existent.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3.0 Environmental Impact Analysis and Chapter 4, Other Environmental Considerations. **Table ES-7** provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

Table ES-5 – Summary of Impacts

Proposed Project/Alternative		Environmental Resource										
District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal	
Proposed Project and Route Options	North Hollywood	A1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		A2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	Glendale	E1 (Proposed Project)	LTSM CUL-1	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		E2	LTSM CUL-1	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		E3	NI	LTS	NI	NI	LTS	LTSM GEO-1	NI	LTS	LTSM TRA-1 TRA-2 TRA-3 TRA-6	NI

Proposed Project/Alternative		Environmental Resource										
District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal	
Proposed Project and Route Options	Eagle Rock	F1	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
		F2 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		F3	LTS	LTS	NI	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTS	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	Pasadena	G1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
		G2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2

Proposed Project/Alternative		Environmental Resource									
District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Pasadena	H1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	H2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
No Project Alternative		NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alternative 2		NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

Notes: NI – No impact, LTS – Less-than-significant impact, LTSM – Less-than-significant impact with Mitigation
SOURCE: Terry A. Hayes Associates, Inc., 2020.

Table ES-6 – Summary of Impact Statements

District	Options	Impact Level			
		No Impact	Less-than-Significant Impact	Less-than-Significant Impact with Mitigation	Significant and Unavoidable Impact
North Hollywood	A1	1	3	6	0
	A2	1	3	6	0
Glendale	E1	1	2	7	0
	E2	1	2	7	0
	E3	5	3	2	0
Eagle Rock	F1	1	2	7	0
	F2	1	3	6	0
	F3	2	4	4	0
Pasadena	G1	1	3	6	0
	G2	1	3	6	0
Pasadena	H1	1	3	6	0
	H2	1	3	6	0

SOURCE: Terry A. Hayes Associates, Inc., 2020.

Table ES-7 – Summary of Impacts and Mitigation Measures

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
AESTHETICS		
<p>The Proposed Project and Route Option E2 would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.</p>	<p>CUL-1: Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.</p>	<p>Less Than Significant</p>
<p>Route Option F1 would replace the existing median with the proposed center-running bus lanes and associated station platforms resulting in the removal of an important visual resource to the Eagle Rock community in the City of Los Angeles, a potentially significant impact</p>	<p>VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</p> <ul style="list-style-type: none"> • Plant one new tree and/or shrub for every street tree removed (1:1 tree replacement ratio). Replacement tree species should be the same as that removed or to the satisfaction of the affected jurisdiction’s Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk. • Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction’s Bureau of Street Services. • A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review. <p>VIS-2: Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction’s streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
<p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.</p>	<p>BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> • Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule. • If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule. • If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more. • If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate. <p>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> • Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats. • During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction 	<p style="text-align: center;">Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</p> <ul style="list-style-type: none"> • No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed. • No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction. • If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist. • In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset). 	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
CULTURAL RESOURCES		
<p>The Proposed Project and Route Option E2 would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.</p>	<p>CUL-1: A qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.</p>	<p>Less Than Significant</p>
<p>Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.</p>	<p>CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	
GEOLOGY AND SOILS		
<p>The Proposed Project and all Route Options pose risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.</p>	<p>GEO-1: The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
NOISE		
<p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to generate noise that could increase ambient noise levels by 5 dBA Leq or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.</p>	<p>NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour Leq construction noise standards, elevates existing ambient noise levels by 5 dBA Leq or more, or exceeds other applicable noise thresholds of significance, The construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.</p> <p>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</p> <ul style="list-style-type: none"> • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA Leq within one hour for construction lasting more than one day, 5 dBA Leq for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday. • City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday. • City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. 	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<ul style="list-style-type: none"> • City of Pasadena: Construction noise levels that exceed 85 dBA Leq at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday. <p>Noise-reducing methods that may be implemented include:</p> <ul style="list-style-type: none"> • Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used. • Limit unnecessary idling of equipment. • Install temporary noise barriers or noise-control curtains, where feasible and desirable. • Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible. 	
<p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 includes use of heavy equipment that could produce vibration that would exceed the FTA’s recommended limit of 0.2 in/sec PPV for any non-engineered timber and masonry buildings within 25 feet of construction activity, a potentially significant impact.</p>	<p>NOI-2: Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, the 0.2 PPV inches per second vibration damage risk threshold would be exceeded. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction within 25 feet of buildings. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. 	<p style="text-align: center;">Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<p>Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 could produce vibration from bulldozers and similar equipment that could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. Equipment such as large bulldozers could generate 87 VdB of vibration at 25 feet, which would exceed the 75 VdB significance threshold for occasional events impacting residences and the 78 VdB threshold for institutional daytime land uses, a potentially significant impact.</p>	<p>NOI-3: Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences of the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles and vibratory equipment. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. 	<p>Less Than Significant</p>
TRANSPORTATION		
<p>Construction of the Proposed Project and all Route Options may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.</p>	<p>TRA-1: Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<p>Construction of the Proposed Project and all Route Options may result in traffic delays and inconvenience due to temporary lane closures temporary, a potentially significant impact.</p>	<p>TRA-2: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.</p>	<p>Less Than Significant</p>
<p>Construction of the Proposed Project and all Route Options may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.</p>	<p>TRA-3: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<p>Construction of the Proposed Project and Route Options E2 and F1 would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact</p>	<p>TRA-4: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p>Less Than Significant</p>
<p>The Proposed Project would result in the permanent conversion of the existing 10-foot buffered Class II bicycle lanes along Colorado Boulevard to a 12-foot shared bus/bicycle lane which would be inconsistent with the City of Los Angeles Mobility Element 2035, a potentially significant impact.</p>	<p>TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.</p>	<p>Less Than Significant</p>
<p>Construction of the Proposed Project and all Route Options would result in lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services, a potentially significant impact.</p>	<p>TRA-6: The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.</p>	<p>Less Than Significant</p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRIBAL CULTURAL RESOURCES		
<p>Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.</p>	<p>CUL-2: A Qualified Archeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	<p>Less Than Significant</p>

SOURCE: Terry A. Hayes Associates Inc., 2020.

ES.17 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. In addition to the route options, two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

Alternative 2 would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in mixed-flow traffic with Traffic Signal Priority (TSP). Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. Physical improvements would be limited to new signs at bus stops as well a shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenity. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. This alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project and the Route Options is shown **Table ES-5**. The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. Other transit projects would be constructed to enhance the regional network, although improvements within the Project corridor would be limited and minor related to increased ridership. The No Project Alternative would include the North San Fernando Valley (SFV) BRT Project and the NextGen Bus Plan, in addition to other transportation and land use projects listed in Chapter 5 Cumulative Impact Analysis. The North SFV BRT Improvements Project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts associated with the Proposed Project

related to transportation (construction), aesthetics (operations), biological resources (construction), cultural resources (construction and operations), geology and soils (operations), noise (construction), and tribal cultural resources (construction). However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior, CEQA requires selection of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project and Route Options, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

Map of Proposed Project and Route Options Studied in Draft EIR



ATTACHMENT D

North Hollywood to Pasadena Transit Corridor

**Draft EIR Public Review Period
October 26 – December 28, 2020
Summary Report**

February 2021

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying a Bus Rapid Transit (BRT) project that would serve as a key regional connection between the San Fernando and San Gabriel Valleys. The purpose of the proposed North Hollywood to Pasadena BRT Corridor Project (Project) is to improve transit access, link key job and activity centers, and provide a premium east-west transit service that would connect the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena.

In October 2020, Metro issued a Notice of Availability (NOA) of the Project's Draft Environmental Impact Report (Draft EIR), while at the same time sending a Notice of Completion (NOC) to the State Clearinghouse. The Draft EIR was prepared in accordance with the California Environmental Quality Act (CEQA) and included a 64-day public comment period that commenced on October 26, 2020 and ended on December 28, 2020. As with scoping, the release of the Draft EIR provides the public, as well as all interested parties, another opportunity to weigh in on the Project and review and comment on the Draft EIR and its findings. Metro, as the lead agency, invited all interested individuals, organizations, public agencies, and Native American Tribes to comment on the Draft EIR, including the Proposed Project description and goals, the Proposed Project configuration and bus lane options, the potential impacts evaluated in the Draft EIR, and the evaluation methods used. As the lead agency, Metro shall evaluate the comments received during the noticed comment period from persons who reviewed the Draft EIR and shall prepare written responses.

Due to the COVID-19 pandemic and LA County Safer at Home Orders, the Public Hearings for the Draft EIR review period were held virtually to allow the public to attend the meetings from the safety of their homes. In addition to the virtual Public Hearings, a virtual platform was developed to allow the public access to materials and project information similarly to an in-person setting. To allow the public sufficient opportunity to comment on the Project and Draft EIR during the COVID-19 restrictions, the public review period was extended from December 10, 2020 to December 28, 2020.

This report summarizes both the outreach efforts and comments received during the Draft EIR public review period. It includes five main sections, as described below:

- **Section 1:** Introduces the Project, including a Project overview, and describes the purpose of the Draft EIR review period and Notice of Availability (NOA).
- **Section 2:** Provides information on the Draft EIR review process, agency roles, cooperating agencies, tribal consultation, legally-required notification methods, and public agency participation.
- **Section 3:** Provides an overview of the public comment themes received and comments from agencies during the public review period. Comments received during the Draft EIR public review period will be included as appendices in the Final EIR.
- **Section 4:** Provides an overview of participation at the virtual Public Hearings.
- **Section 5:** Provides an overview of the next steps in the environmental process.

Metro anticipates completing and releasing the Final EIR for public review and comment in Spring 2021, followed by virtual public hearings to gather community input on the document.

1.1 Project Overview

1.1.1 Project Area

The Project is an approximately 18-mile BRT service that would run from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles to Pasadena City College. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. The BRT will connect with existing high-capacity transit services, including the Metro B and G Lines (Red and Orange) in North Hollywood, Metrolink Antelope Valley and Ventura Lines in Burbank, the Metro L Line (Gold) in Pasadena, as well as various municipal bus lines. The corridor includes many densely populated residential areas with cultural, entertainment, shopping, and employment areas distributed throughout.

1.1.2 Project History

Initiated in July 2018, the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study builds upon Metro's North Hollywood to Pasadena BRT Corridor Technical Study. The BRT Corridor Technical Study, completed in March 2017, explored the feasibility of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study also identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The purpose of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study is to further evaluate project alternatives and to develop recommendations regarding which alternatives should be advanced into environmental review. Beginning in August 2018, the project team launched an Alternatives Analysis (AA) process that included a public outreach effort to update the public on the Project and to solicit feedback on the initial BRT concepts identified in the BRT Corridor Technical Study. The outreach effort for the AA included five community meetings in addition to approximately 40 individual project briefings to affected city elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the project team also attended several neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information with transit riders at the North Hollywood Metro B/G Line (Red/Orange) Station.

During the AA outreach efforts, community members provided feedback on specific route configurations, station preferences, suggested improvements to the current and/or future configurations, and other project elements. A total of 630 comments were collected, including responses received via email, the project website, meeting comments, open house feedback activities, social media, comment cards, pop-up events, blogs, and online news articles. Based on what we heard at the time, three distinctive refined alternatives were identified and evaluated—a Street-Running, a Freeway-Running, and a Hybrid Street/Freeway-Running alternative. In May 2019, the Metro Board approved the AA and the advancement of a Refined Street-Running Alternative with Route Options into the next phase of environmental review under CEQA.

Following the Metro Board's approval of the AA and advancement into the environmental phase, a 45-day public scoping period for the proposed project was initiated on June 17, 2019 with the filing of a Notice of Preparation (NOP) with the State Clearinghouse. Due to overwhelming community response, the initial 45-day review period was extended for an additional 15 days – officially ending the scoping period on August 15, 2019. During the scoping period, a total of five (5) community meetings and one (1) community open house were held in the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena with a total of 818 community members in attendance. During this time, Metro received a total of 2,584 comments via email, the project website, oral and written meeting comments, social media, voicemail and by mail. The majority of comments received during scoping supported or were not opposed to the project. Many comments had specific preferences for different route alignment options, particularly in the Eagle Rock community concerning the SR-134 freeway and Colorado Boulevard options. Local community members also identified traffic and parking as the two largest potential impacts resulting from dedicated bus lanes that should be studied as part of the Draft EIR.

1.2 Project Description, Need and Objectives

The North Hollywood to Pasadena BRT Corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. There are more than 700,000 daily trips within the study area.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians, depending on the route option.

Metro BRT stations would be designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations would be distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Project would be designed using a kit of parts approach, similar to Metro Rail stations. The Project includes up to 23 potential stations; however, more specific determinations regarding station locations are dependent upon further design development and further environmental analysis. In addition to providing enhanced BRT facilities and associated stations, Metro will assess potential First/Last Mile improvements to further enhance mobility and access to proposed BRT stations.

Identified during the AA and scoping, the key challenge for the Project will be to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access, improved regional connectivity, and enhanced passenger comfort and convenience. Of the 700,000 daily trips entering the corridor study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. A premium bus transit service along the corridor would fill a significant gap in the transit network between the San Fernando and San Gabriel Valleys and provide a viable alternative to the use of single-occupancy automobiles, while further encouraging Transit-Oriented Communities (TOC).

The North Hollywood to Pasadena Transit Corridor Project objectives can be summarized as follows:

- Advance a premium transit service that is more competitive with auto travel to retain existing riders and attract new riders;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major local and regional activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and,
- Support community plans and/or TOC goals.

2.0 Draft Environmental Impact Report Process

This section documents the activities completed as part of the Draft EIR process for the North Hollywood to Pasadena BRT Corridor Project. The activities included the following:

- Filing of Notice of Availability (NOA) with the County Clerk/Recorder of Los Angeles County and State Clearinghouse, including a Notice of Completion (NOC) to the State Clearinghouse, to formally initiate the CEQA process of the Office of Planning and Research (OPR);
- Placing legal NOA notices in newspapers of general circulation;
- Mailing the NOA to all potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in the virtual public hearings;
- Placing copies of the Draft EIR for review at local repositories in the corridor;
- Translation of key documents from English to other languages;
- Holding meetings with potentially affected and/or interested parties in the project study area; and,
- Recording comments received at, and subsequent to, the virtual public hearings.

Comments received during the Draft EIR public review period become part of the public record as documented in this summary report. The comments and questions received during the Draft EIR public review period will be reviewed, considered by Metro and responded to in the Final EIR.

The first step in the Draft EIR public review process for this Project was the filing of a Notice of Availability (NOA) (California Title XIV, 15105). The NOA was filed with both the Los Angeles County Clerk and State Clearinghouse on October 26, 2020, including a NOC with the State Clearinghouse. The NOA provided notice for responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the content of the Draft EIR and NOA, focusing on specific information related to their own statutory responsibility, by December 28, 2021 or within 64 days of receipt of the NOA from the lead agency. A lead agency is defined by CEQA (Title XIV, 15367) as the public agency with the principal responsibility for carrying out or approving a project. As the lead agency for the Project, Metro is responsible for preparing an EIR.

In August 2019, Metro completed the public scoping review period that included the recommendation for a Refined Street-Running Alternative with various route options from the Metro Board-approved AA study. Figure 1 below provides a map of the Proposed Project with Route Options that was included in the NOA, Draft EIR and shared with the public during the virtual public hearings.

Figure 1 Project Map and Study Area

North Hollywood to Pasadena Transit Corridor



Following the public scoping review period and NOP release, the project began developing the Draft EIR. Upon release of the NOA on October 26, 2020, a 46-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. During the initial 46-day review period, Metro extended the public review period for an additional 18 days – officially ending the scoping period on December 28, 2020.

The decision to extend the public review period was based on the current LA County COVID-19 Safer at Home orders to allow sufficient opportunities for the public to review and comment on the Draft EIR. Additionally, due to the holiday schedule, the public review period was extended beyond 60 days to allow for comments to be received after the holidays and without interruption.

The Draft EIR public review period is required by policies set forth in CEQA. During the Draft EIR public review period, Metro hosted two virtual public hearings where the public was able to provide comments. The Draft EIR public review period also includes consultation with resource agencies, other state and local agencies, and cooperating and responsible agencies. As the lead agency for this Project, Metro invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the content of the Draft EIR, including the Proposed Project, the route options studied, the impacts evaluated, and the evaluation methods used.

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The Draft EIR describes the project and summarizes findings of all environmental impacts/benefits and other technical studies including:

- Results of the analysis for the project options or alternatives;
- How each option or alternative performs against the criteria identified during scoping;
- How well each option or alternative responds to the purpose and need of the project;
- Analysis of costs and benefits of all project options or alternatives;
- Financial feasibility of each option or alternative; and,
- Impacts of each option or alternative and, if needed, strategies to avoid or mitigate impacts.

2.1 Draft EIR Public Review Period Notification

Per CEQA (Title XIV, 15105) a public review period is required when issuing the availability and completion of a Draft EIR. Metro hosted virtual public hearings where the public was able to provide comments regarding the content and findings of the overall project plans. Metro conducted two (2) virtual public hearings, and one (1) virtual platform during the public review period. Additional details on those meetings can be found in Chapter 3 (Public Hearing Activities and Outcomes) of this report. Per CEQA requirements, Metro notified federal, state, county, and city agencies within the project study area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in eleven (11) newspapers of general circulation in the Project area, and 15,000 flyers were delivered door-to-door to residents and businesses within the Eagle Rock community.

2.2 Legal Ads - Newspapers

As required by CEQA (Title XIV, 15105), legal advertisement notification of the NOA and Draft EIR public review period for the Project was conducted in areas affected by the Project. Notices were published in eleven (11) newspapers of general circulation in the affected areas as required by 6061 of the Government Code. The eleven publications listed in the table below were selected because they were the highest circulation newspapers within communities located in the project study area.

Table 1 Legal Ads

Publication	Date
Daily News	10/26/20
La Opinion	10/26/20
Pasadena Star News	10/26/20
Pasadena Independent	10/26/20
San Gabriel Valley Tribune	10/26/20
Asbarez (Armenian Media Network)	10/26/20

Publication	Date
Burbank Leader	10/26/20
Glendale News	10/26/20
Pasadena Weekly	10/26/20
La Canada Valley Sun	10/26/20
Boulevard Sentinel	10/26/20

2.3 Agency Notification

CEQA (Title XIV, 15105) requires that upon completion and availability of a Draft EIR, the lead agency shall immediately send notice of that by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, those agencies shall respond to the lead agency on the content of the Draft EIR and environmental issues related to their agency’s area of statutory responsibility to be responded in the Final EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure within the public review period specified in the NOA. The lead agency shall request similar guidance from appropriate federal agencies (Title XIV, 15105).

CEQA (Title XIV, 15105) recommends the lead agency (Metro) to provide notice of at least one public hearing to any county or city that borders on a county or city within which the Project is located, unless otherwise designated annually by agreement between the lead agency and the county or city. Metro mailed certified letters, including a copy of the NOA, inviting relevant public agencies to be participating agencies.

2.4 Mailings and Other Notification Methods (Flyers/Email/Social Media, etc.)

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Hearings. These included:

- Distributing electronic noticing to the Project database of contacts;
- Distributing flyers door-to-door within the community of Eagle Rock;
- Purchasing geo-targeted social media advertisements on Facebook;
- Posting meeting information on NextDoor within Eagle Rock and Highland Park;
- Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the project study area;
- Car cards with project information placed in buses along the corridor; and,
- Paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings.

All forms of noticing provided meeting details (dates, times, meeting links, dial-in information, and in-language services), as well as contact information for accessing additional Project details. Additionally,

each notice provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

Meeting notices were produced in English and Spanish, including 15,000 flyers distributed to residents and businesses within the Eagle Rock community. Notification efforts also included communicating via email with over 5,000 interested contacts in the Project's database that included contact names, organizations (if any), mailing addresses, email addresses and also included contact information for all federal, state and local elected offices and city staff within the project study area.

In addition to legally-required notification, other noticing methods included social media advertisements and meeting flyer distribution by Metro, local cities, and other elected officials within the Study Area. Print and online media notifications were also provided throughout the project study area during the public review period.

2.5 Title VI, Environmental Justice, Limited English Proficiency, and Metro's Public Participation Plan

During the Draft EIR public review period, Title VI, Environmental Justice (EJ) and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants. Multilingual notices were developed and distributed through several different methods including door-to-door flyers, email, and geo-targeted social media.

Materials were developed in English, Spanish, Armenian, and Tagalog, and translation request forms were made available prior to each of the two (2) public hearings, including the virtual platform, to ensure all language needs were met. Additionally, public hearing notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance at any of the public hearings. A Spanish-language interpreter with simultaneous interpretation was present at each of the two virtual public hearings held during the Draft EIR public review period.

Traditional targeted community outreach efforts of pop-up events and intercept surveys were not completed during the public review period due to the LA County Safer at Home orders. To ensure participation of LEP and EJ communities, Metro made extra efforts in notifying communities of the availability of the Draft EIR and developed a separate virtual platform in Spanish to elicit feedback regarding the project from LEP individuals, as well as to broaden the dialogue about the project with the general public. The virtual platform was available for review in English and Spanish throughout the public review period. Additionally, the public review period was extended beyond 60 days to provide adequate opportunity for review of materials and to provide feedback during the COVID-19 pandemic.

3.0 Public Hearing Activities and Outcomes

3.1 Public Hearings

Due to the LA County Safer at Home orders and in accordance with CEQA guidance, Metro conducted two (2) public hearings virtually via Zoom during the Draft EIR public review period. The virtual public hearings were held on a weekday evening and weekend to provide an opportunity consistent with the communities' varying schedules. Notification of the meetings was conducted in compliance with CEQA

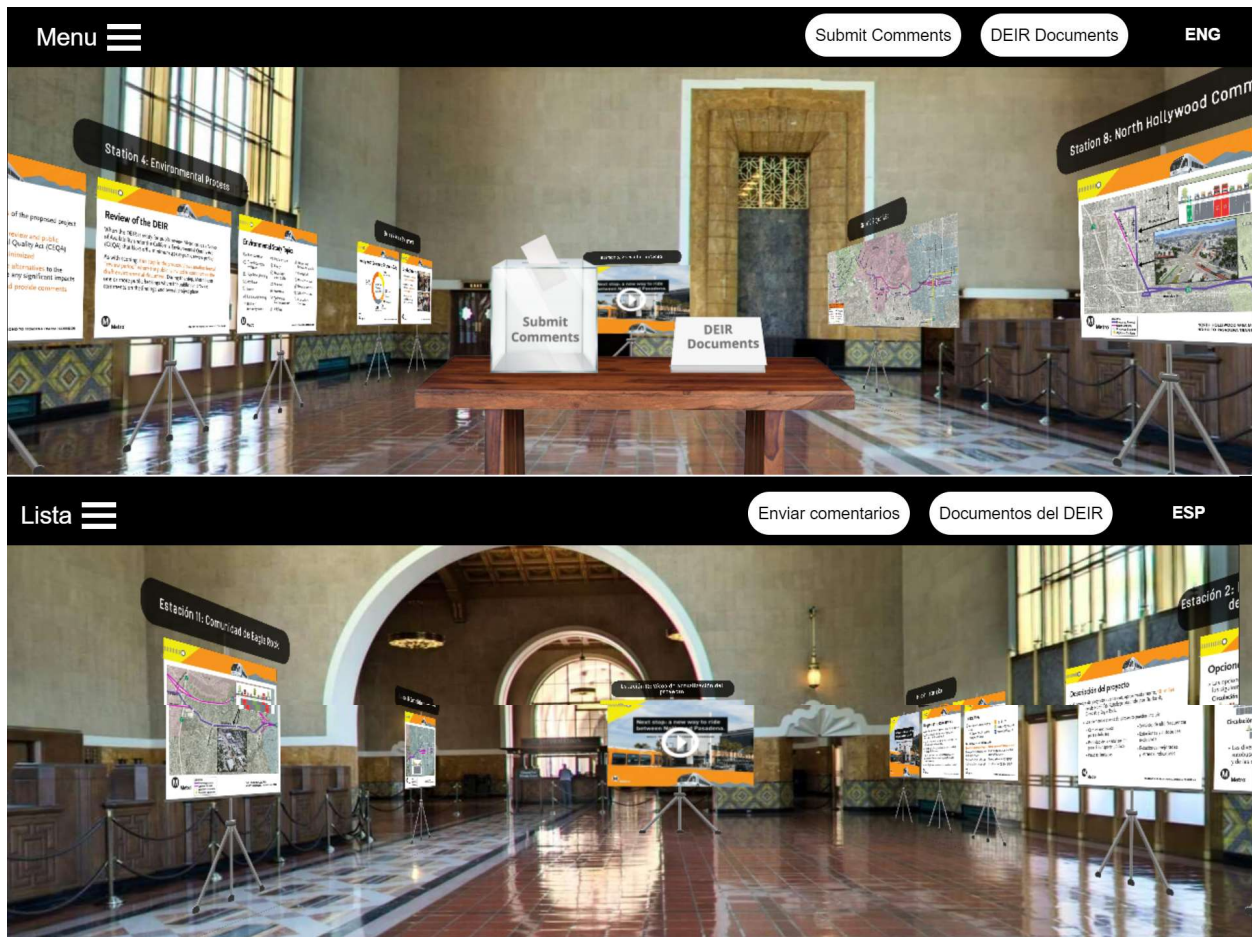
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guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and information, can be found in Table 3 of Section 3.2.

All virtual public hearings were held in the same format consisting of a brief pre-recorded presentation on the project and environmental process, followed by a public comment period where individuals from the public could virtually raise their hands and provide oral comments for the record. For those choosing not to speak publicly, a chat feature was enabled during the meeting for the public to write in comments directly on the Zoom platform. Additionally, a phone number was made available during the meeting so that those dialing in on their phones could provide text comments.

A virtual platform was developed and made available throughout the Draft EIR public review period that provided an open house setting and materials online. The virtual platform included project information boards, route option maps of each community, the pre-recorded presentation, a project update video, access to the Draft EIR documents and opportunities to provide comment. The virtual platform was made available in both English and Spanish. Figure 2 below provides a screenshot of the virtual platform made available during the public review period and included in notices to the public. The virtual platform allowed the public to view materials traditionally made available only during in-person settings at the public's convenience and from the safety of their homes. This format continued to support Metro's goal of providing a safe and equitable environment for all participants and viewpoints and was viewed by over 800 participants.

Figure 2 Virtual Platform



Materials provided at all the public hearings and virtual platform included a pre-recorded presentation, display boards, project alignment maps and Draft EIR documents. All materials provided at the hearings, including the presentation, were also made available on the project website (metro.net/nohopasbrt). Government agencies, elected officials, and special districts (such as public utilities, Los Angeles Unified School District, and Hollywood Burbank Airport) were also invited to attend any of the two (2) virtual public hearings and the virtual platform. Table 2 below summarizes the various government agencies, elected officials, and special districts represented at each of the meetings.

Table 2 Government Agencies, Elected Officials, and Special Districts Represented at Public Hearings

Meeting	Stakeholder Organization
Public Hearing #1	<ul style="list-style-type: none"> Office of Los Angeles County Supervisor First District – Hilda Solis

Meeting	Stakeholder Organization
	<ul style="list-style-type: none"> • Office of Los Angeles County Supervisor Fifth District – Kathryn Barger • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 2 – Paul Krekorian • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Department of City Planning
Public Hearing #2	<ul style="list-style-type: none"> • Office of Los Angeles County Supervisor First District – Hilda Solis • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 4 – Nithya Raman • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Transportation Department

3.2 Public Participation

A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. A total of 120 comments were received at the public hearings via public comment and written comment. Table 4 below provides the number of participants and comments submitted at each meeting. Due to the virtual setting, sign-in sheets were not available for the public hearings.

Representatives from the following stakeholder groups also attended one or both of the meetings:

- Burbank-Glendale-Pasadena Airport Authority
- Caltech
- Democratic Socialists of Los Angeles
- Eagle Rock Neighborhood Council
- FAST Link DTLA
- Go Glendale
- Oak Knoll Neighborhood Association
- Occidental College
- Pasadena City College
- Pasadena Transportation Advisory Commission
- Safe Routes Partnership
- Silver Lake Chamber of Commerce
- Streetsblog LA

Table 3 Public Participation by Meeting

Meeting	Date	No. Of Attendees	No. of Comments
Public Hearing #1	Thursday, November 12, 2020	146	<ul style="list-style-type: none"> • Speakers: 38 • Written Comments: 30
Public Hearing #2	Saturday, November 14, 2020	96	<ul style="list-style-type: none"> • Speakers: 30 • Written Comments: 22
Totals		242	120

4.0 Summary of Draft EIR Public Review Period Comments

Metro received **478** comments during the Draft EIR public review period. Comments were received through four (4) methods, including via the project email address, voicemail, and by submitting a written and/or oral comment at one of the two (2) public hearings. The sections below provide a breakdown of these comments by source, which communities they address, environmental categories, their relation to route alignments, and whether they are from agencies/elected offices.

4.1 Agency Comments

A total of ten agency comments were submitted during the public review period.

Table 4 Agency Comments

#	Agency	Date Submitted
1.	Department of California Highway Patrol	November 5, 2020
2.	Pasadena City College	November 13, 2020
3.	City of Pasadena	December 3, 2020
4.	California Department of Transportation (Caltrans) District 7	December 7, 2020
5.	Southern California Regional Rail Authority (Metrolink)	December 10, 2020
6.	City of Burbank	December 20, 2020

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#	Agency	Date Submitted
7.	Los Angeles Unified School District	December 26, 2020
8.	City of Glendale	December 28, 2020
9.	City of Los Angeles Department of Transportation	December 28, 2020
10.	City of Los Angeles Council District 14 – Kevin de Leon	December 28, 2020

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects to enable them to provide a meaningful response/comment related to their areas of statutory responsibility.

The following are sample excerpts from feedback received from agencies:

Department of California Highway Patrol

- No significant or negative impact to traffic, operations or public safety.

Pasadena City College (PCC)

- PCC strongly supports the Proposed Project and the terminus at the PCC Colorado Campus. The contribution of the Proposed Project will meet environmental and fiscal goals of expanding alternative transportation methods to the PCC campus.
- Metro should consider re-evaluating agreements for the UPass program to expand discounted pass programs for community college students.

City of Pasadena

- The City of Pasadena supports the Proposed Project and the route exiting the eastbound SR-134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue and then east on Colorado Boulevard to Hill Avenue as the preferred alignment.
- Pasadena would support alternate route segments G2 and H2 in the Draft EIR, though they would need to be modified if chosen by Metro.
- Implementation of on-street dining as permanent installations is under consideration on Colorado Boulevard. Ongoing communication with the City will be needed as this is explored further.
- Impacts related to construction should be considered for the Rose Parade construction moratorium and asbestos abatement on Green Street and Union Street.
- Loss of parking is a high priority for Pasadena and replacement of lost parking should be considered when approving the project.
- Other considerations regarding stations should be included for the Rose Parade such as a mobile kit of parts, public art, pedestrian street lighting, sidewalk design, roadway design, vehicle clearance and street specific designs.
- Specific Pasadena plans should be taken into consideration for consistency with the Draft EIR.

California Department of Transportation (Caltrans) District 7

- Caltrans supports the Proposed Project and route that achieves the highest ridership, mode-shift and connectivity to activity centers, with a recommendation to include class 2 bike lanes and existing or proposed curb extensions along Colorado Boulevard in Eagle Rock.
- Any changes to Caltrans right-of-way or SR-134 ramps will require additional review.

Southern California Regional Rail Authority (Metrolink)

- Metrolink supports the Proposed Project that connects to two Metrolink regional passenger trains.
- Design accommodations on the Olive Avenue bridge and potential station are requested, including sidewalk width, signalized crosswalks, ADA compliance for the station and sidewalks, and wayfinding and signage.

City of Burbank

- Recommends including additional alternatives studied in the EIR that reflect a mix of dedicated BRT lanes and non-dedicated BRT lanes within the Proposed Project, instead of one alternative that is primarily all dedicated BRT and one primarily non-dedicated BRT.
- The Olive Avenue overpass station should include additional measures to study and address policy and safety impacts for pedestrians and include an alternative to widen the Olive Avenue bridge.
- The Proposed Project is inconsistent with specific Burbank policies and programs, including roadway policy impacts, transit policy impacts, pedestrian policy impacts, bicycle policy impacts and other transportation impacts.
- Impacts not adequately studied or disclosed within the Draft EIR include cumulative impacts, aesthetic and biological resources, public service impacts, utility systems and roadway infrastructure, and other project considerations, such as parking.

Los Angeles Unified School District (LAUSD)

- LAUSD is supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.

City of Glendale

- Glendale recommends the following measures be included in the project: Grandview station as a new station proposed and protected bike lanes along Glenoaks Boulevard.
- The Proposed Project should be consistent with City plans under preparation, including protected bike lane options and preferred designs, protected bike lane options and preservation of existing median pedestrian and bike crossings.
- Other considerations should be made for the following features and current studies, including coordination of future Streetcar alignment, traffic management plans, left-turn pockets and left-turn signals, pedestrian crossings and bicycle infrastructure and safety.

City of Los Angeles Department of Transportation

- The Proposed Project should be consistent with the City of Los Angeles Mobility Plan 2035 and a conflict or inconsistency, such as removal of bicycle infrastructure, would require mitigation.
- LADOT concurs with the Proposed Project's preferred alignment (A1) with considerations to be made for specific intersections, bicycle infrastructure, curb extensions and consistency with the Mobility Plan 2035.
- Considerations should be made for potential CEQA impacts, including construction, emergency access, biological resources, cultural resources, and aesthetics.
- Non-CEQA considerations should also be made for potential impacts, including parking and traffic control measures.

City of Los Angeles Council District 14 – Kevin de Leon

- The Proposed Project does not meet the needs of all Eagle Rock residents and CEQA requirements.
- Considerations should be made for specific impacts with recommended mitigation measures, including aesthetics, biological resources, water resources and hydrology, transportation, land use planning and air quality.

4.2 Summary of Comments from Stakeholder Groups

The following comments were submitted by twelve stakeholder groups, including Chambers of Commerce, special associations, and other groups. The excerpts below highlight key themes in each of the comments submitted.

Collective Organizations, including: Active SGV, Alliance for Community Transit LA, Bus Rider Union/Labor Community Strategy Center, Climate Resolve, Day One, Enviro Metro, Equitable Eagle Rock, FAST/FAST Link DTLA, Ground Game LA, Glendale Environmental Coalition, Investing in Place, LA Forward, League of Women Voters, LA Bicycle Coalition, LA River Communities for Environmental Equity, Los Angeles Walks, Move LA, Natural Resources Defense Council, Neighborhoods United for Safe Streets, NELA Climate Collective, Pasadena Complete Streets Coalition, Sierra Club, Southern California Transit Advocates, Streets For All, Sunrise Movement Los Angeles, Walk Bike Glendale

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the "Beautiful Boulevard" proposal in Eagle Rock.
- Considerations should be made to include consistency with the LA Mobility Plan 2035, upgrade existing bike lanes and infrastructure, enhance pedestrian experience and infrastructure, preserve existing landscaped medians, avoid major impacts to travel lanes, maintain existing parking and improve roadway safety consistent with LA Vision Zero goals.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock Boulevard, Eagle Rock Boulevard to Dahlia Drive, Dahlia Drive to Mt. Helena Avenue and Mt. Helena Avenue to Linda Rosa Avenue.
- Incorporate specific aspects into the study and Proposed Project, including equity and transit rider inclusive outreach, Vehicle Miles Traveled metrics, study of left-side boarding buses, design of accessible and comfortable transit stops, needs of existing small businesses, various technical considerations and additional study of impacts in the Draft EIR.

Dahlia Heights Elementary School PTA

- Supportive of the project overall, but requests additional study and revisions in the Draft EIR to include prioritization of safety on Colorado Boulevard, the speed limit to remain 35 mph and consistency and implementation of the City of Los Angeles Mobility Plan 2035.
- Additional areas of concern with the current options include elimination of buffered bike lanes, introduction of a third vehicle lane, prioritizing traffic for the side-running option, no extended medians or crossing pockets for crosswalks and no crosswalk enhancements or traffic calming measures.

Eagle Rock Elementary PTA

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock, Eagle Rock to Dahlia, Dahlia to Mt. Helena and Mt. Helena to Linda Rosa.

Eagle Rock Forward

- Supportive of the project overall, but proposes an additional study to include their “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.
- The “Beautiful Boulevard” proposal recommends several additional considerations and studies, including reallocation of one vehicle travel lane in each direction to maintain existing medians, dedicated bus lanes, protected bike lanes, improved pedestrian experience, additional street trees and additional traffic calming measures.
- Preference for median-running bus lanes with center BRT stations.

Pasadena Chamber of Commerce

- Overall, not supportive of the project and the current Proposed Project should consider the terminus at the Memorial Park station, and not operate on Pasadena streets.

Save Eagle Rock Community

- Requests to set-up meeting with Eagle Rock stakeholders to discuss the organization’s opposition to the Proposed Project. Opposes the Colorado Boulevard alignment in Eagle Rock.

Silver Lake Chamber of Commerce

- Businesses would benefit from the Proposed Project in Eagle Rock. The community of Montrose is a good example of businesses improving with a similar project.

TRC Retail

- Supportive of the project overall with preferences for studying additional station locations along Colorado Boulevard in Eagle Rock. Recommendations for re-evaluating the Proposed Project to be consistent with City of Los Angeles Mobility Plan 2035.

Transit Committee of the East Area Progressive Democrats

- Supportive of the project overall but proposes an additional study to include the “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.

The Eagle Rock Association (TERA)

- Recommends and reiterates including the following priorities to be included in the project: not bypass the Eagle Rock community, consistency with Take Back the Boulevard initiative, maintain or enhance existing bicycle infrastructure, maintain landscaped medians and maintain street parking.
- Identifies specific concerns with each alignment in Eagle Rock, including:
 - The F1 alignment removes landscaped medians, removes parking, does not demonstrate how it will help meet 2025 Vision Zero goal, removes left turn pockets and is not consistent with Take Back the Boulevard.
 - The F2 alignment conflicts with the Mobility Plan 2035, conflicts with Take Back the Boulevard, removes bike lanes and does not demonstrate how it will help meet 2025 Vision Zero goal.
 - The F3 alignment bypasses the Eagle Rock community, is not consistent with the Mobility Plan 2035, does not benefit businesses and residents and is not consistent with Metro’s Equity Platform.
- Other recommended areas of study include confirming the project will not negatively impact emergency vehicles, further analysis of crosswalks, further study maintaining left turn pockets, further study including bike lanes, include a Business Interruption Fund during construction, further study of the types of buses to be used, bicycle parking and infrastructure, study the impacts of bike and scooter share, study telecommuting impacts to ridership and study impacts to open street events on Colorado Boulevard.
- Requests Metro study the proposed Beautiful Boulevard alignment.

4.3 Summary of Comments from Community Members

Metro received a total of 478 comments during the Draft EIR public review period, which are summarized below. Public comments were received through four (4) primary means including: **68** oral comments, **345** received electronically through Project email, **52** through written comments submitted at public hearings and **13** transcribed comments received on the Project’s telephone line.

The majority of local community members generally supported and/or were not opposed to the project. However, many had specific comments regarding the different route alignment options, particularly in the Eagle Rock community. The local Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, the “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan. Following is a list of some of the major stakeholder themes that were heard during the Draft EIR public review period.

4.3.1 Community-Specific Comments

The following are the types of comments received on the specific route options within each community:

North Hollywood:

- Comments were overwhelmingly supportive of the project in North Hollywood with a few considerations and some comments preferencing a Lankershim Boulevard Alignment.
- The intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue should be studied further for safety impacts for all other modes of travel and pedestrian experience. Recommendation for a roundabout at this intersection.
- Additional alignment options requested to be studied, include an extension of the current G Line (Orange) to create a seamless one seat ride and Vineland Avenue to Camarillo Street.

Burbank:

- Generally, comments were supportive of the project with considerations for additional stations, pedestrian safety and safety/access improvements on the Olive Avenue bridge station.
- Comments submitted that were not in support of the project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, non-compatibility with Burbank's Complete Streets initiative and pedestrian safety.

Glendale:

- Generally, comments were supportive of the project with an overall preference for a primarily street alignment in Glendale and specific comments preferencing a Central Avenue to Colorado Boulevard alignment and Central Avenue and Broadway alignment.
- Considerations and concerns for impacts to traffic, zoning and land use changes, parking, bike lanes, businesses, ridership, construction and pedestrian safety.
- Additional considerations should be made for connectivity to Metro local buses and Glendale Beeline buses.

Eagle Rock:

- Generally, comments were supportive of the project with an overall preference for a Colorado Boulevard alignment. Many of the comments in support of a Colorado Boulevard alignment recommended further analysis and study and/or referenced inclusion of either or both the "Beautiful Boulevard" plan and the City of Los Angeles Mobility Plan 2035. Both of these plans call for inclusion of protected bike lanes, increased pedestrian experience and safety, curb extensions and general roadway safety through improved crosswalks, intersections and traffic calming measures.
- Some comments were received that offer specific recommendations in reference to the "Beautiful Boulevard" and/or City of Los Angeles Mobility Plan 2035.
- A preference for median or center-running buses was received, including a preference for all-door and dual-side boarding.
- A large number of comments were received for a preference of a primarily SR-134 alignment.

North Hollywood to Pasadena Transit Corridor Project
Draft EIR Outreach Summary Report

- Comments submitted that were not in support of project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, impacts to zoning and land use, loss of community character and loss of travel lanes.

Pasadena:

- Overwhelmingly, comments were supportive of the project with specific comments preferencing a Colorado Boulevard alignment and a Green/Union Street couplet alignment. Additionally, stakeholders indicated a slight preference for Fair Oaks exit.
- Comments not in support and/or additional areas of study include negative impacts to traffic, safety, parking and bike lanes.
- Considerations should be made for additional stops, including one at Caltech.

4.3.2 Other Categories of Comments

Other comments received from the community focused on the issues below:

Potential Environmental Issues: Some of the recurring environmental issues and/or concerns mentioned that should be considered include:

- **Bicycle Infrastructure:** Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Additional recommended measure of protected bike lanes within specific segments of the corridor, including Colorado Boulevard in Eagle Rock.
- **Pedestrian Safety:** Strong support for increasing pedestrian experience and safety overall throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Specific comments reference increased crosswalk and sidewalk measures, including median extensions, curb extensions, raised walkways, crosswalk signals and design and increased measures around schools. Additionally, comments reference concerns about pedestrian safety along the Olive Avenue bridge in Burbank, station impacts and the intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue in North Hollywood.
- **Roadway Safety:** Stakeholders were concerned about roadway safety with shared bicycle lanes, loss of a travel lane and additional buses operating in communities.
- **Construction:** Some stakeholders were concerned about potential construction impacts to local residents
- **Aesthetics:** Stakeholders were concerned about potential impacts to green space or landscaping due to median removal and/or street reconfigurations. Additionally, stakeholders expressed concern that implementation of BRT could negatively affect overall community aesthetics and sense of community character.
- **Parking:** Stakeholders were concerned about the loss of parking and indicated that parking should be replaced, especially for impacted businesses. Additionally, parking should be considered at BRT stations.

North Hollywood to Pasadena Transit Corridor Project
Draft EIR Outreach Summary Report

- **Zoning Changes:** Residents are concerned that the implementation of BRT would trigger an “up-zoning” or change in zoning requirements that potentially could lead to further development and/or displacement.
- **Businesses:** Many stakeholders expressed concerns that the implementation of BRT could negatively affect businesses and storefronts along the corridor with the removal of any parking spaces.
- **Travel Lanes:** Many stakeholders expressed concerns regarding the loss of parking, travel, or bicycle lanes to accommodate dedicated bus lanes.
- **Traffic:** Stakeholders were concerned about potential circulation impacts on streets that are already highly congested, such as increased congestion. Most of these comments were related to the loss of a travel lane with the implementation of dedicated bus lanes.

Stations and Connectivity: Comments related to station placement and connectivity were also received. Some of the comments related to this topic included the need or desire to have stations and/or connectivity at the following locations:

- Hollywood-Burbank Airport
- Metrolink Stations
- Pasadena City College
- Caltech
- Metro L Line (Gold)
- Olive/Verdugo
- Brand Boulevard

5.0 Next Steps

The comments and/or questions received during the Draft EIR public review period will be analyzed and responded to in the Final EIR. The project team will identify and recommend a Proposed Project to be selected by the Metro Board and carried into the Final EIR. The Final EIR is anticipated to be available for public review in Spring 2021. The public will also have other opportunities to provide input as ongoing community involvement is vital throughout the environmental process. Release of the Final EIR will be followed by virtual public hearing(s) to gather community input and comments on the final environmental document.

ATTACHMENT E

Conceptual Renderings of BRT



Figure 1: BRT on Vineland Avenue and Lankershim Boulevard in North Hollywood



Figure 2: BRT on Olive Avenue in Burbank



Figure 3: BRT on Glenoaks Boulevard in Glendale



Figure 4: BRT on Broadway in Glendale



Figure 5: BRT on Colorado Boulevard in Eagle Rock, west of Eagle Rock Boulevard



Figure 6: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option maintaining all travel lanes

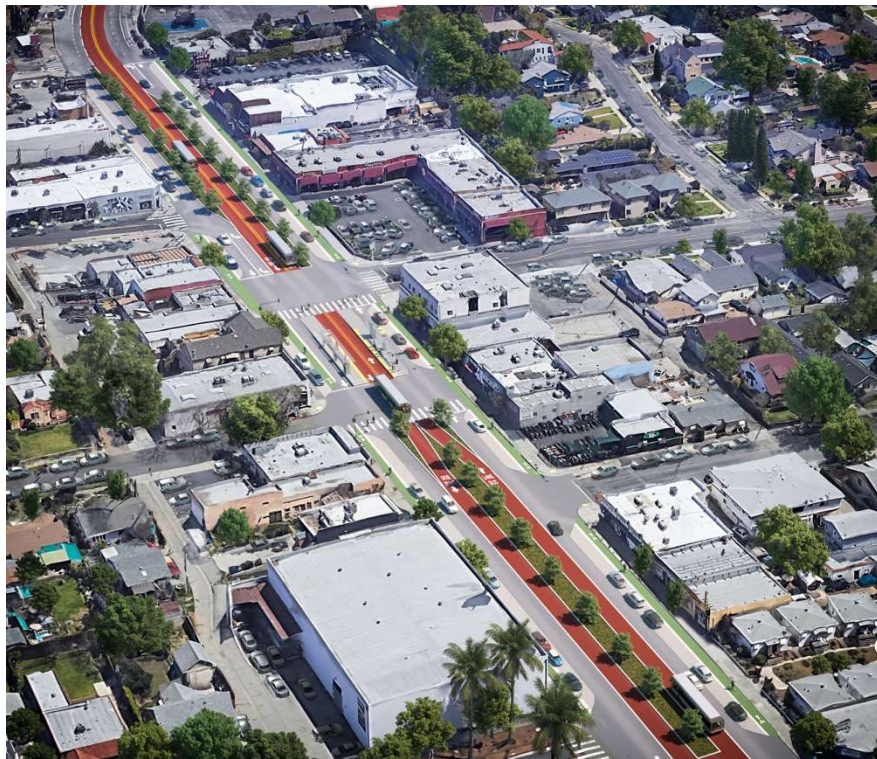


Figure 7: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option with single travel lane

Title VI Service Equity Analysis

NOHO TO PASADENA TRANSIT CORRIDOR



Metro[®]

WINTER 2020



Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner and coordinator, designer, builder, and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,479-square-mile service area. Figure 1 provides an overview of the Metro Service Area.

Over the coming decades, Metro will greatly expand the fixed-guideway rail and bus network throughout Los Angeles County due to the passage of the Measure M ballot initiative in November 2016. The half-cent sales tax increase is expected to provide upwards of \$130 billion for the development of new transit lines and other transportation capital investments throughout Los Angeles County.

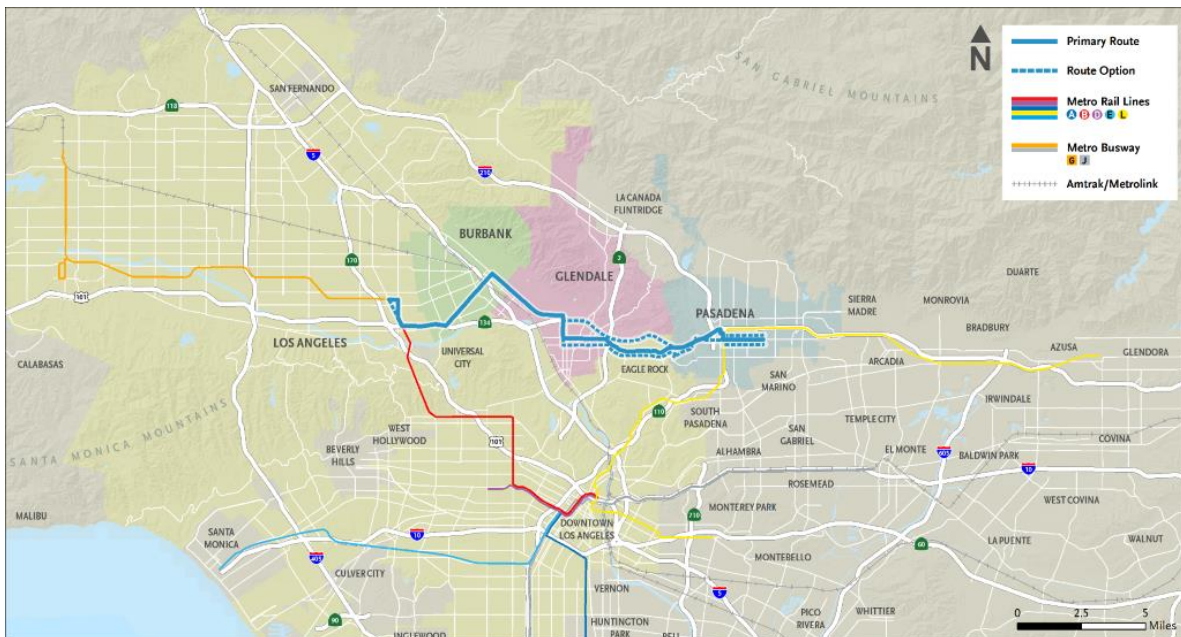


Figure 1. Metro Service Area (map)

Proposed Alternatives

Metro operates a large and varied transit network in the San Fernando and San Gabriel Valleys and is advancing the planning and construction of multiple high-capacity transit improvements that will provide new, high-quality mobility options to further enhance communities and lives. The North Hollywood to Pasadena Bus Rapid Transit Corridor (Project) is a proposed new Bus Rapid Transit (BRT) line that would improve service and increase system connectivity between the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Approximately 18 miles long, the Project is designed to provide a rapid transit connection between the B and G Lines (Red and Orange) in the San Fernando Valley and the L Line (Gold) in Pasadena. The proposed route and route options, transit priority features, and stations were developed to provide faster and more reliable service that connects new and existing transit users to key destinations and other transit services. Other project goals and objectives include improving the frequency of service, meeting the growing demand for transit in the study area, and increasing transit ridership.

During the preparation of the Draft Environmental Impact Report (DEIR), Metro identified a proposed Project along with several route options:

The proposed route extends from the North Hollywood Station along Chandler Boulevard, Vineland Avenue, and Lankershim Boulevard before joining the I-134 Freeway. The route then exits the freeway in the Burbank Media District before proceeding along Olive Avenue to Downtown Burbank. From Downtown Burbank, the route continues down Glenoaks Boulevard to Central Avenue in Glendale. The route extends down Central Avenue, along Broadway, and eventually merges with Colorado Boulevard in Eagle Rock. The route then rejoins the I-134 Freeway between Eagle Rock and Pasadena before exiting in Old Pasadena and extends along Colorado Blvd to the terminus at Hill Avenue by Pasadena City College (PCC).

Route options also featured in the DEIR include a Lankershim only option in North Hollywood, using the I-134 or Colorado Street in Glendale, using the I-134 in Eagle Rock, and using a Green/Union couplet in Pasadena.

The proposed project and all route options are being closely coordinated with the NextGen Bus Plan to ensure that proposed BRT improvements are complementary to the future regional bus network. The project also uses Metro's definition of Equity Focused Communities (EFC) to actively lead and partner in addressing disparities in access to opportunity.

As adopted by the Metro Board of Directors on June 27, 2019, EFCs are defined as "those communities most heavily impacted by gaps in inequity throughout the county." To evaluate the transportation performance of EFCs, Metro established a 30% threshold of the county's census tracts, which represents approximately 3 million people. This threshold is distinguished by the following factors:

- More than 40% of the census tracts having low-income households over the County average; and
- Either more than 80% of the census tracts having non-white populations over the County average; or
- More than 10% of the census tracts having zero-car households over the county average

Figure 2 shows the project alternatives overlaid with the NextGen bus network and EFCs.

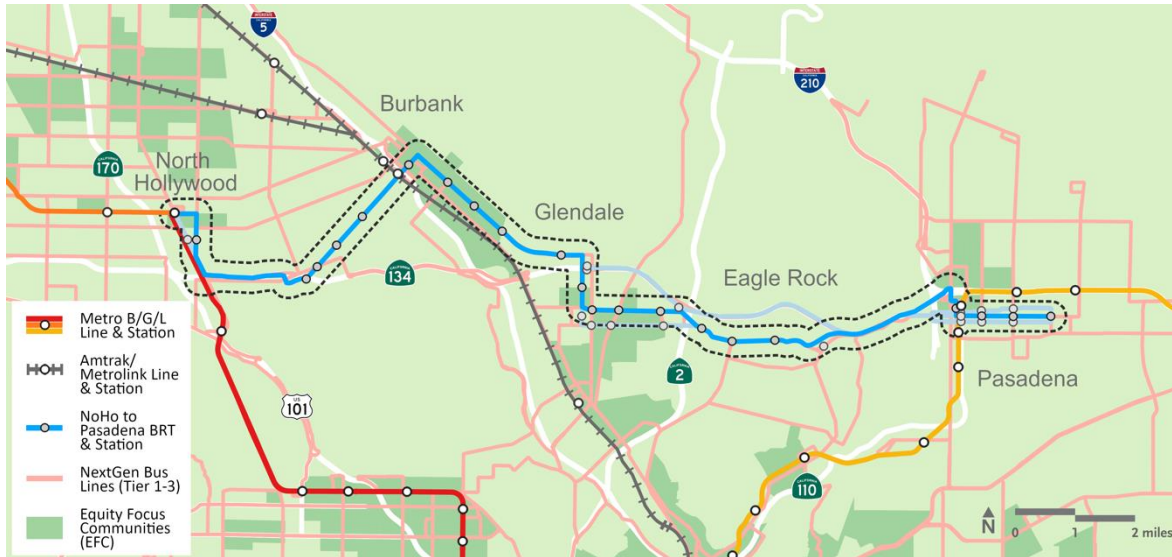


Figure 2. Project Area (map)

Purpose

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements.

Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended. The purpose of this analysis is to compare the Project, pursuant to Title VI of the Civil Rights Act of 1964, to the Metro Service Area. Since the Project will introduce a new service line, it is necessary to determine whether the change will have a disparate impact on the minority population or a disproportionate burden on the low-income population. The goal is to avoid activities that have the purpose or effect of denying persons the benefit of, excluding persons from participation in, or subjecting persons to discrimination on the basis of race, color, or national origin. Additional analysis may be completed prior to the construction phase based on final design decisions.

Regulatory Setting

FTA Circular 4702.1B Chapter IV

Chapter IV of the FTA's Circular 4702.1B further describes the requirements that FTA recipients must follow to ensure that the programs, policies, and activities comply with the Title VI requirements. The requirements set system-wide service standards and policies that apply to all fixed route providers of public transportation service.

Title 49 CFR Section 21.5 (b)(2) specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin." Section 21.5 (b)(2) requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin."

Transit providers that operate 50 or more fixed route vehicles in peak service and are located in an urbanized area (UZA) of 200,000 or more in population are required to meet all requirements of Chapter IV including setting service standards and policies, collecting and reporting data, monitoring transit service, and evaluating fare and service changes.

Metro's Administrative Code, Chapter 2-50-005

Metro's Administrative Code includes Title VI requirements. Chapter 2-50-005, Major Service Changes, of Metro's Administrative Code states that "all major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then forwarded to the FTA with a record of the action taken by the Board." The Project is classified as a major service change per subsection 6 of Metro's Administration Code 2-50-005(B), which includes a "new fixed guideway project (e.g. BRT line or rail line)."

Metro Title VI Program Update

Metro prepared the Title VI Program Update in compliance with Title 49 CFR Section 21.9 (b) and with the FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," issued in October 2012. The purpose of the Title VI Program Update is to document the steps Metro has taken and will take to ensure Metro provides services without excluding or discriminating against individuals on the basis of race, color, or national origin. The Title VI Program Update provides an outline of Metro's Title VI policies including what constitutes a major service change, the disparate impact, and disproportionate burden policy. Metro staff recommended that the absolute difference be considered when evaluating service and fare changes. The Title VI Program Update also includes the general requirements for Title VI and the requirements for fixed route transit providers. In October 2019, the Metro Board approved the Metro Title VI Program Update. The latest Title VI Program Update was submitted to FTA by the due date of November 1, 2019.

Disparate Impact

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent per Metro’s Title VI Program.

Analysis Methodology

In order to understand the characteristics of the Project’s service area and assess whether the change will have a disparate impact on the minority population, this analysis evaluates the ethnicity demographic data of the populations that would receive the new transit service. The data is then compared to the ethnicity demographic data of the Metro Service Area. If the absolute difference between the minority percentage along the Project and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

Consistent with other Metro Title VI reports, this analysis uses ethnicity data from the 2017 American Community Survey (ACS) at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along the alignment is used to evaluate a reasonable walkshed to the new transit service and acts as the service area for this analysis.

Results

Figure 3 includes a comparison of the percentages of minority populations residing within the Project’s service area compared to the total minority population for the Metro Service Area. Figure 4 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in minority percentages between the Metro Service Area and the Project is -29.4%. No disparate impact would occur since the Project’s difference is below Metro’s five percent threshold.

NoHo-Pas Minority Percentage	LA County	Prop. Project
Total Population	10,105,722	272,752
Minority Population	7,428,740	120,212
Minority Share	73.50%	44.10%
Difference		-29.40%

Figure 3. Minority Population

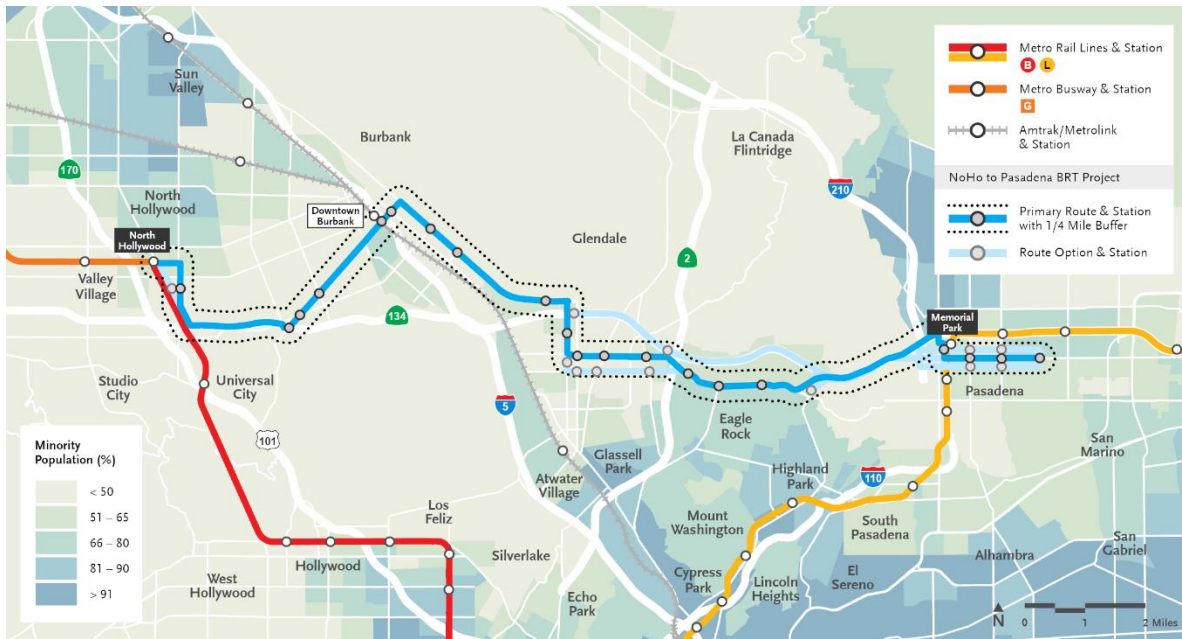


Figure 4. Minority Population (map)

Disproportionate Burden

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. Metro defines low-income riders or populations as anyone making below \$41,500, which represents the median income of a three-person household in Los Angeles County. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent per Metro’s Title VI Program.

Analysis Methodology

In order to understand the characteristics of the Project’s service area and assess whether the change will have a disproportionate burden on the low-income population, this analysis evaluates the income demographic data of the populations that would receive the new transit service. The data is then compared to the income demographic data of the Metro Service Area. If the absolute difference between the low-income percentage along the alternatives and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

Consistent with other Metro Title VI reports, this analysis uses income demographic data from the 2017 ACS at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along each of the proposed routes is used to evaluate a reasonable walkshed to the new transit service and serves as the service area for this analysis.

Results

Figure 5 includes a comparison of the percentages of low-income populations residing within the Project’s service area compared to the total low-income population for the Metro Service Area. Figure 6 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in low-income percentages between the Metro Service Area and the Project is –1.5%. No disproportionate burden would occur since the Project’s difference is below Metro’s five percent threshold.

NoHo-Pas BRT Low-Income Percentage	LA County	Prop. Project
Total Population	9,955,473	270,443
Low-Income Population	1,688,505	41,888
Low-Income Share	17.0%	15.5%
Difference		-1.50%

Figure 5. Low-Income Population

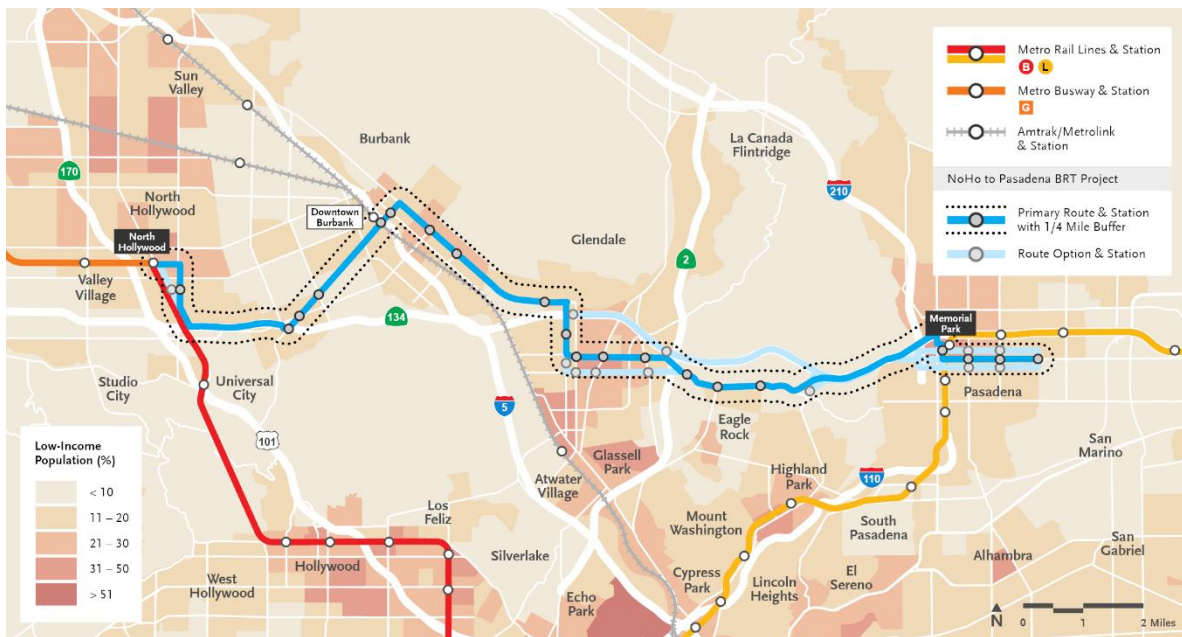


Figure 6. Low-Income Population (map)

Public Outreach

Metro emphasizes public involvement in the planning process and seeks inclusive and collaborative participation in decision-making. A comprehensive community outreach, public information, and engagement strategy is designed to serve all stakeholders regardless of their gender or age and including Limited English Proficiency (LEP), minority, and low-income populations. The strategies and implementation combine traditional outreach practices with evolving technologies. The development of each specific public participation plan includes the assessment of how best to

effectively communicate with technology within LEP, minority, and low-income communities, coupled with outreach methods to engage people with disabilities, hard-to-reach communities, and general population stakeholders. This combined approach provides meaningful and broad access to the public process.

Alternatives Analysis Outreach (2018)

Metro conducted proactive outreach for the North Hollywood to Pasadena BRT Corridor Project in compliance with FTA's Circular 4702.1B and will continue to engage in outreach to persons potentially impacted by the Project. In May 2018, the Metro Board authorized initiation of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study, and staff began work on the Alternatives Analysis (AA) in June 2018. As part of the study, community meetings, outreach events, and agency meetings were conducted throughout the remainder of 2018 to introduce the project and solicit public input. All community meetings included simultaneous Spanish interpretation and handouts of outreach materials in Spanish. Meetings in Glendale included simultaneous Armenian interpretation and transition to additional languages was available upon request. Meetings were held in venues that would be welcoming to diverse stakeholders, such as libraries, high schools, and recreation centers. Meetings were conducted in workshop formats to allow one-on-one dialogues with project staff and to receive comments directly on outreach materials and maps of the corridor. All meetings included children's activities and were advertised to promote a welcoming environment and encourage attendance by families. Pop-up outreach events were selected to reach diverse populations, historically underserved and low-income communities, and attended by Spanish-speaking project team members. The Metro team successfully engaged with stakeholders at the North Hollywood Block Party, the Burbank Holiday in the Park, the Glendale Fall Festival, and the Eagle Rock Music Festival.



Alternatives Analysis Meeting in Glendale



Alternatives Analysis Meeting in Glendale



Alternatives Analysis Meeting in North Hollywood



Alternatives Analysis Meeting in Pasadena

DEIR Public Scoping (Summer 2019)

After the AA Study was completed in June 2019, Metro began preliminary work on the Draft Environmental Impact Report (DEIR) per the requirements of the California Environmental Quality Act (CEQA). The first step was filing the Notice of Preparation (NOP). The NOP was filed with both the Los Angeles County Clerk and State Clearinghouse on June 17, 2019. The NOP was mailed to responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the scope and content of the DEIR, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency

Metro also held five scoping meetings and a community open house in July and August 2019 in North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The meetings considered LEP, minority, and low-income community members and individuals with disabilities on varied work and family schedules. Meeting times and venues were selected to allow for greater participation of diverse groups, including under-represented and hard-to-reach stakeholders. Metro publicized meetings through multiple distribution channels and selected transit-accessible venues. The scoping meetings included an open-house format where participants could engage in one-on-one dialogue

with project staff at different information stations, as well as a formal presentation by the Project Manager. Multiple methods of providing scoping comments were provided including written comment cards and transcribed oral comments. Spanish outreach materials and related staff assistance for LEP populations were provided as needed. Children’s games and activities were provided to encourage families to stop by to view project materials. More than 800 people attended the community meetings, including over 280 attendees at the community open house on the Occidental College campus. In total, 792 comments were provided in-person at these meetings. In addition to the meetings, the Metro team conducted presentations and outreach efforts at a variety of community fairs and events in the study area to continue to build project awareness, expand the stakeholder database and invite public input.

Approximately 2,500 comments were received during the public scoping period. Major themes from those comments included:

- Strong community preferences for specific route alternatives and street configurations
- Concerns over potential impacts on parking, traffic, and “community character”
- Interest in bicycle and pedestrian connectivity with stations
- Support for a high-quality, high-frequency transit option

The comments received during scoping informed the analyses and methodologies used during the preparation of the DEIR.



Scoping Meeting in Eagle Rock



Scoping Meeting in Glendale



Scoping Meeting in Pasadena



Community Open House in Eagle Rock

Community Workshops (Fall 2019)

Based on the volume of input received during the public scoping period, Metro held an additional series of eight community workshops in November 2019. These consisted of a brief presentation, followed by several interactive activities including a virtual polling survey, priority pyramid, and street design activity. Some activities were tailored to each of the five communities. For example, in Pasadena, a different street activity showing the various route options and a focus on station amenities was conducted given the proposed mixed-traffic configuration of bus lanes. The activities' purpose was to gain additional feedback on the street and station design considerations, understand priorities within each community and the importance of different street amenities. Noticing for the workshops included a series of eight email blasts to the Project database, consisting of over 5,000 contacts, social media advertisements on Facebook, and meeting flyers distributed at public venues in the Project Area. Meeting notices were mailed to 11,599 discrete addresses. A total of 328 people attended the Post-Scoping Meetings in November 2019.



Community Workshop in Glendale



Community Workshop in Eagle Rock



Community Workshop in North Hollywood



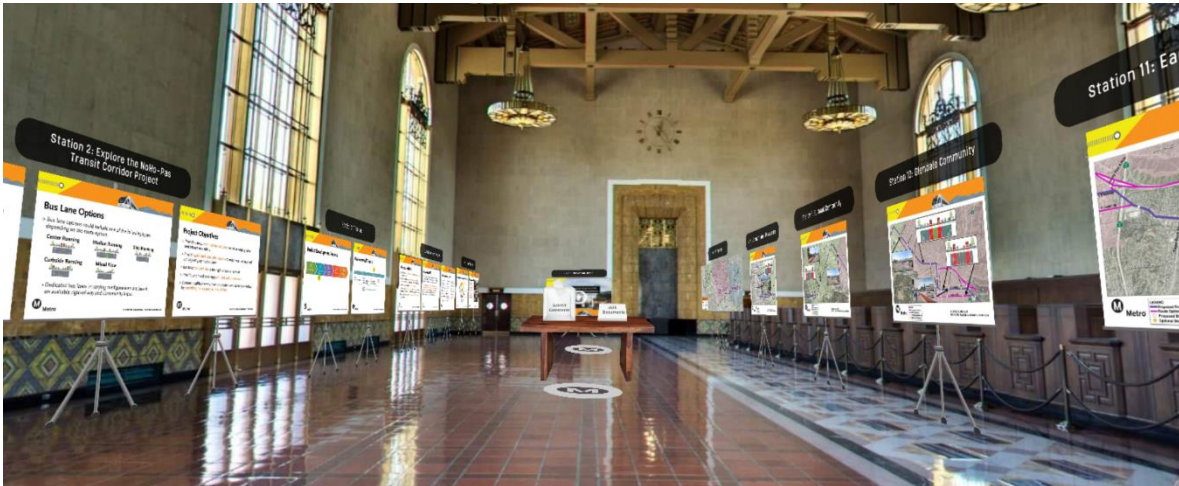
Community Workshop in Pasadena

Draft EIR Outreach (Fall 2020)

Following CEQA requirements, additional outreach was conducted at the completion of the DEIR.

The DEIR was released for public review and comment on October 26, 2020. The 64-day review period closed on December 28, 2020. Due to restrictions related to the ongoing COVID-19 pandemic, a traditional outreach process was not feasible. As a result, outreach was conducted virtually. Two online public scoping meetings were held on November 12 & 14, 2020. Simultaneous Spanish translation was made available during these meetings.

In addition, a Virtual Platform was developed to replicate the experience of a typical Metro open house meeting. Project information boards, a project update video (which can be accessed via [this link](#)), a full presentation on the DEIR, as well as direct links to the DEIR and to submit comments were provided in a virtual room. This Virtual Platform was available 24/7 during the entire comment period, enhancing the availability of project information.




Virtual Platform

Conclusion

This analysis documents the Title VI Service Equity Analysis required to support the identification of a Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. The Proposed Project is analyzed based on Metro's Title VI thresholds and FTA's Circular 4702.1B to determine whether the proposed new service will have a disparate impact or disproportionate burden on minority and low-income populations relative to non-low-income and non-minority populations. Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations when applying the Metro Board-approved policies.

In summary, this Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.



Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Planning & Programming Committee

May 19, 2021

Project Background

- > Measure M Project - \$267 million funding
- > Draft EIR released for public review and comment from October 26 to December 28, 2020
 - Two virtual public hearings conducted
 - Nearly 500 comments received
 - Majority of comments supported the project
- > Based on comments received on Draft EIR and additional coordination with key stakeholders:
 - Refinements to the Proposed Project are recommended in Burbank, Glendale and Eagle Rock
 - No refinements in North Hollywood and Pasadena
 - Public meeting to present refinements held on April 1, 2021

Refinements to Proposed Project

City of Burbank

- > Minor re-route off Olive Avenue to more directly serve Disney Studios and nearby medical facilities
 - Includes new consolidated station at Alameda Avenue/Naomi Street
- > Proposed station on Olive Avenue Bridge moved to Olive Avenue/Lake Street
 - Proposed station on bridge requires safety and ADA improvements
 - City expressed concern with feasibility of improvements on bridge; City's recommendation to widen bridge is cost prohibitive
- > Optional station at Olive Avenue/Verdugo Avenue now recommended



Proposed Alameda/Buena Vista Reroute



Proposed Olive/Lake Station

Glendale Refinements



- > Optional station at Glenoaks Boulevard and Grandview Avenue now recommended
- > Coordinating with City on potential bike lane improvements on Glenoaks Boulevard

Refinements to Proposed Project

Eagle Rock

- > Many comments on Draft EIR supported new community-developed concept with center-/median-running bus lanes
- > The refined Proposed Project includes side-running bus lanes west of Eagle Rock Boulevard as described in the Draft EIR under Route Option F1
- > East of Eagle Rock Boulevard, the refined Proposed Project includes center-/median-running bus lanes, again similar to Route Option F1, but with two design options:
 - One design option converts one travel lane in each direction to bus lanes
 - The second design option maintains the existing travel lanes, but reduces on-street parking & landscaped median space to accommodate bus lanes
 - Both options include safety improvements and buffered bike lanes

Eagle Rock Refinements

Design Option maintaining all travel lanes



Eagle Rock Refinements

Design Option with single travel lane



Proposed Project Overview



Next Steps

- > Spring/Summer 2021: conduct additional community outreach and prepare Final EIR
- > Summer 2021: Board certifies Final EIR
- > 2024: opening year per Measure M



Board Report

File #: 2021-0136, File Type: Contract

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: VERMONT TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 48-month, firm fixed price Contract No. AE68471000 to Jacobs Engineering Group, Inc. for the Vermont Transit Corridor Environmental Review and Conceptual Engineering pursuant to California Environmental Quality Act (CEQA) guidelines in the amount of \$33,066,291 (inclusive of two optional tasks: 1) National Environmental Policy Act (NEPA) Environmental Document in the amount of \$4,367,917, and 2) Opportunities and Capacity for Use of Value Capture in the amount of \$341,503), subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of \$8,266,573 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

The Vermont Transit Corridor is a Measure M project with a projected opening date range of Fiscal Years (FY) 2028 to FY 2030. Currently, there is \$425 million allocated for this project. In order to advance the project in accordance with the Measure M schedule, a Proposed Project/Locally Preferred Alternative (LPA) needs to be identified and environmentally cleared.

The 48-month period is for the environmental review needed to complete a Draft and Final Environmental Impact Report (EIR) pursuant to CEQA and conceptual engineering, including two optional tasks to conduct either the federal environmental review, pursuant to NEPA, and/or Value Capture. Either or both options may be authorized at the discretion of Metro.

Board approval of the Contract is needed in order to proceed with the environmental review of the project.

Vermont Avenue is the second busiest transit corridor in Los Angeles County with nearly 71,000 daily boardings (pre-Covid) from Metro Local Line 204 and Metro Rapid Line 754, and including the B, D, E, and C rail lines (Red, Purple, Expo, and Green), that serve the corridor. Between Hollywood

Boulevard and 120th Street, 100% of Vermont is contained within Metro Equity-Focus Communities. To improve mobility and equity for this primary transit corridor, Metro is delivering the Vermont Transit Corridor Project.

BACKGROUND

History

The study area for the Vermont Transit Corridor extends approximately 12 miles from Hollywood Boulevard in the north to 120th Street in the south (Attachment C).

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study, which evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts that were developed with the goal of increasing bus speeds, reducing passenger travel times, accommodating higher ridership and improving the customer experience.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Item #9, Legistar File 2016-0835). At that same meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/ Vermont B (Red) Line Station to the Exposition/Vermont E (Expo) Line Station as a first phase.

In July 2017, staff returned to the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study was to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro B Line along Vermont Avenue.

In April 2019, staff presented the findings and recommendations from the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Item #17, Legistar File #2019-0205). Overall, the study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand at least until 2042; rail transit would maximize the mobility benefits along the corridor and in the region; and three rail alternatives were identified and determined feasible for future implementation.

Additionally, the Board approved a motion (Attachment D) directing staff to advance three BRT alternatives and the three rail concepts identified in the study into environmental review. The inclusion of rail alternatives in the environmental study provides an opportunity to deliver rail transit sooner should additional funding materialize. The Measure M ordinance includes the future potential conversion to rail on the Vermont Corridor after FY 2067.

The Board motion also directed staff to look at the feasibility of extending the Vermont Transit Corridor approximately ten miles south from 120th Street to the South Bay J Line (Silver) Pacific Coast Highway (PCH) transitway station. This study (South Bay Extension Feasibility Study) is currently underway as a separate contract procured through the Planning Bench. This study, in

coordination with the Vermont Transit Corridor Planning and Environmental Study, will assess the feasibility of extending the BRT and rail alternatives under environmental review to the South Bay J Line (Silver) PCH transitway station.

Alternatives for Environmental Review

The purpose of the project is to improve north-south transit service along the Vermont corridor through enhanced connectivity to local and regional transit services, increased capacity, and improved on-time performance. The feasibility studies previously completed for the project identified six alternatives for further review during the environmental phase.

The Vermont Transit Corridor Environmental Study will evaluate three BRT alternatives, as well as three rail alternatives (Attachment E). Each BRT alternative will extend south from Hollywood Boulevard to 120th Street, near the Metro C (Green) Line Vermont/Athens Station, and include: 1) an end-to-end side-running BRT; 2) a combination side- and center-running BRT; and 3) an end-to-end center-running BRT.

The three rail alternatives include: 1) a center-running Light Rail Transit (LRT) option, primarily at-grade, from Wilshire Boulevard south to 120th Street; 2) a fully grade-separated Heavy Rail Transit (HRT) option connecting directly to the existing Metro B (Red) Line, near Vermont Avenue and 3rd Street, south to 120th Street; and 3) a stand-alone, fully grade-separated HRT option that would extend from the Metro B/D (Red/Purple) Lines Wilshire/Vermont Station to 120th Street.

Key issues to address as the project advances include engaging the diverse communities throughout the corridor to discuss the tradeoffs of the different modes considered, creating an equitable mobility solution for the Vermont corridor, and developing a community-supported Proposed Project/LPA.

Planned Outreach Efforts

Public and stakeholder engagement throughout the planning and environmental process will provide valuable feedback that will inform the evaluation of alternatives and the selection of the Proposed Project/LPA by the Metro Board. A series of meetings, including an initial set of public scoping and public hearings, will be conducted as part of the process. Individual briefings with key stakeholders and elected officials will also be conducted. All outreach activities will be managed through a separate contract using the Board-approved On-call Communications Bench. The selected planning and environmental firm will work collaboratively with the outreach contractor throughout the study period.

Additionally, as part of the outreach program, we will follow a similar strategy used for the Eastside Transit Corridor Phase 2 project in engaging Community Based Organizations (CBOs) to strengthen our understanding of the community's concerns and to implement effective outreach methods and tools that lead to meaningful input from the community.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor is consistent with the Metro Board-adopted Equity Platform policy framework adopted in February 2018 and the working definition of Equity Focus Communities (EFCs) adopted in June 2019. The Project will provide new benefits of enhanced mobility and improved regional access for transit-dependent and minority and/or low-income populations within the study

area.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY22 Preliminary Budget includes \$3,425,560 in Cost Center 4240 (Mobility Corridors Team 4), Project 471402 (Vermont Transit Corridor Project). Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project will support the goals of the strategic plan by enhancing communities and lives through improved mobility and access to opportunities through the addition of a new high-quality mobility option, closing a gap in the transit network that provides outstanding trip experiences and enhances communities and lives through improved mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could consider environmentally clearing the Proposed Project/LPA for the corridor using in-house resources. This option is not recommended as there are insufficient in-house resources to conduct a study of this magnitude placing the Measure M schedule at risk.

NEXT STEPS

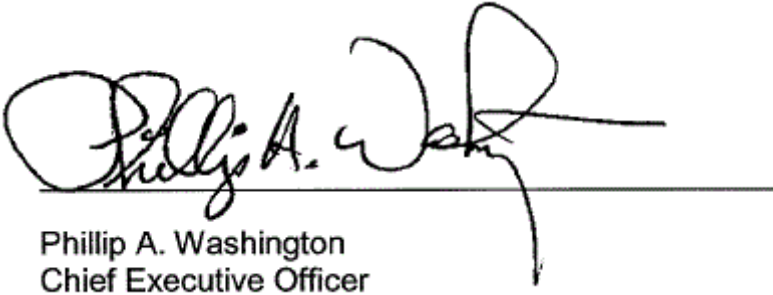
Upon Board approval, staff will execute Contract No. AE68471000 with Jacobs Engineering Group, Inc. to initiate work on the planning, environmental and conceptual engineering work needed for the Vermont Transit Corridor Project. Staff will also continue work on the South Bay Extension Feasibility Study in coordination with the environmental study.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Vermont Transit Corridor Map
Attachment D - Board Motion (April 17, 2019)
Attachment E - Alternatives for Environmental Review

Prepared by: Fulgene Asuncion, Sr. Manager, (213) 922-3025
Martha Butler, Sr. Director, (213) 922-7651
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
David Mieger, Senior Executive Officer (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, Countywide Planning & Development (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213)418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND CONCEPTUAL
ENGINEERING/AE68471000

1.	Contract Number: AE68471000	
2.	Recommended Vendor: Jacobs Engineering Group, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 9, 2020	
	B. Advertised/Publicized: October 9, 2020	
	C. Pre-Proposal Conference: October 28, 2020	
	D. Proposals Due: December 2, 2020	
	E. Pre-Qualification Completed: In process	
	F. Conflict of Interest Form Submitted to Ethics: December 3, 2020	
	G. Protest Period End Date: May 21, 2021	
5.	Solicitations Picked up/Downloaded: 187	Proposals Received: 6
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Fulgene Asuncion	Telephone Number: (213) 922-3025

A. Procurement Background

This Board Action is to approve Contract No. AE68471000 for the Vermont Transit Corridor environmental review and conceptual engineering project. The Contractor shall complete the Planning and Environmental Study for the Vermont Transit Corridor Project pursuant to California Environmental Quality Act (CEQA) guidelines, including conceptual engineering (CE). Board approval of contract awards are subject to resolution of all properly submitted protests.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this RFP.

A virtual pre-proposal conference was held on October 28, 2020, attended by 165 participants. A total of 19 questions were asked and responses were released prior to the proposal due date.

A total of 187 firms downloaded the RFP and were included in the planholders list. A total of six proposals were received on December 2, 2020 from the following firms:

- AECOM Technical Services, Inc. (AECOM)
- Atkins North America, Inc.

- CDM Smith Inc. (CDM Smith)
- IBI Group (IBI)
- Jacobs Engineering Group, Inc. (Jacobs)
- KOA Corporation

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning & Development, Construction Management, Service Planning & Scheduling, Environmental Compliance/Sustainability and Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|-----|
| • Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors) | 20% |
| • Experience and Capabilities of Personnel of the Team | 20% |
| • Effectiveness of Team Management Plan | 15% |
| • Understanding of Work and Approach for Implementation | 35% |
| • Innovation | 10% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of December 4, 2020 to January 4, 2021, the PET members independently evaluated and scored the technical proposals. Four of the six proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- AECOM
- CDM Smith
- IBI
- Jacobs

Two firms were determined to be outside the competitive range and not included for further consideration as proposals were not clear in addressing the requirements.

On January 19, 2021, the four above-mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team’s qualifications and respond to the evaluator’s questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and oral presentations. On January 21, 2021, the PET agreed that the final ranking of proposals scored Jacobs’ proposal as the highest technically qualified. The PET concluded that Jacobs’ proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

Jacobs’ experience includes planning, conceptual engineering, and environmental services on various BRT, LRT and HRT projects. Similar projects include, Metro’s State Route (SR) 710 North Multi-Modal Environmental Impact Report and Environmental Impact Study (EIR/EIS), West Santa Ana Branch LRT, two corridor BRT projects—North Hollywood and North San Fernando Valley BRT—which are similar in scope to this project.

As the prime contractor, Jacobs will lead the program management responsibilities, environmental, transit planning, and engineering supported by 19 subconsultants that possess extensive experience in various disciplines within transit.

Additionally, Jacobs’ proposed project manager has 22 years of experience in Los Angeles County, the region and Metro projects. Jacobs’ proposal and responses to interview questions also demonstrated a deeper understanding of the project and a more informed approach to performing the scope of work.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs				
3	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	86.65	20.00%	17.33	
4	Experience and Capabilities of Personnel of the Team	84.00	20.00%	16.80	
5	Effectiveness of Team Management Plan	83.33	15.00%	12.50	
6	Understanding of Work and Approach for Implementation	90.03	35.00%	31.51	
7	Innovation	93.00	10.00%	9.30	
8	Total		100.00%	87.44	1

9	AECOM				
10	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	85.65	20.00%	17.13	
11	Experience and Capabilities of Personnel of the Team	79.45	20.00%	15.89	
12	Effectiveness of Team Management Plan	79.67	15.00%	11.95	
13	Understanding of Work and Approach for Implementation	84.51	35.00%	29.58	
14	Innovation	78.00	10.00%	7.80	
15	Total		100.00%	82.35	2
16	CDM Smith				
17	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	83.00	20.00%	16.60	
18	Experience and Capabilities of Personnel of the Team	79.75	20.00%	15.95	
19	Effectiveness of Team Management Plan	74.33	15.00%	11.15	
20	Understanding of Work and Approach for Implementation	84.51	35.00%	29.58	
21	Innovation	73.00	10.00%	7.30	
22	Total		100.00%	80.58	3
23	IBI				
24	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	83.65	20.00%	16.73	
25	Experience and Capabilities of Personnel of the Team	77.20	20.00%	15.44	
26	Effectiveness of Team Management Plan	75.67	15.00%	11.35	
27	Understanding of Work and Approach for Implementation	84.03	35.00%	29.41	
28	Innovation	75.00	10.00%	7.50	
29	Total		100.00%	80.43	4

C. Cost Analysis

The recommended price of \$33,066,291 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$146,692.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Jacobs	\$33,212,983	\$35,614,491	\$33,066,291

D. Background on Recommended Contractor

The recommended firm, Jacobs, headquartered in Dallas, Texas with offices and staff worldwide, including Los Angeles, has been in business since 1947. Jacobs is a professional services firm that provides technical and construction services for a broad range of clients globally, including companies, organizations, and government agencies. Jacobs has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Jacobs and 19 subconsultants, of which 14 are Metro certified SBEs and 2 DVBEs.

DEOD SUMMARY

VERMONT TRANSIT CORRIDOR ENVIRONMENTAL AND PLANNING STUDY /
AE68471000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Engineering Group exceeded the goal by making a 22.53% SBE and 3.08% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22.53% SBE 3.08% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	CHS Consulting Group	1.02%
2.	Connetics Transportation Group, Inc.	0.61%
3.	Epic Land Solutions, Inc.	0.48%
4.	GPA Consulting	1.71%
5.	Here Design Studio (Here LA)	3.87%
6.	Kennard Design Group	1.65%
7.	Land Econ Group, LLC	0.73%
8.	PacRim Engineering	6.05%
9.	Paleo Solutions, Inc.	0.23%
10.	Parikh Consultants, Inc.	0.26%
11.	Suenram & Associates	1.49%
12.	Trankslink Consulting LLC	2.05%
13.	Triunity, Inc.	1.83%
14.	Zephyr UAS, Inc.	0.55%
Total SBE Commitment		22.53%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	0.91%
2.	MA Engineering	2.17%
Total DVBE Commitment		3.08%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

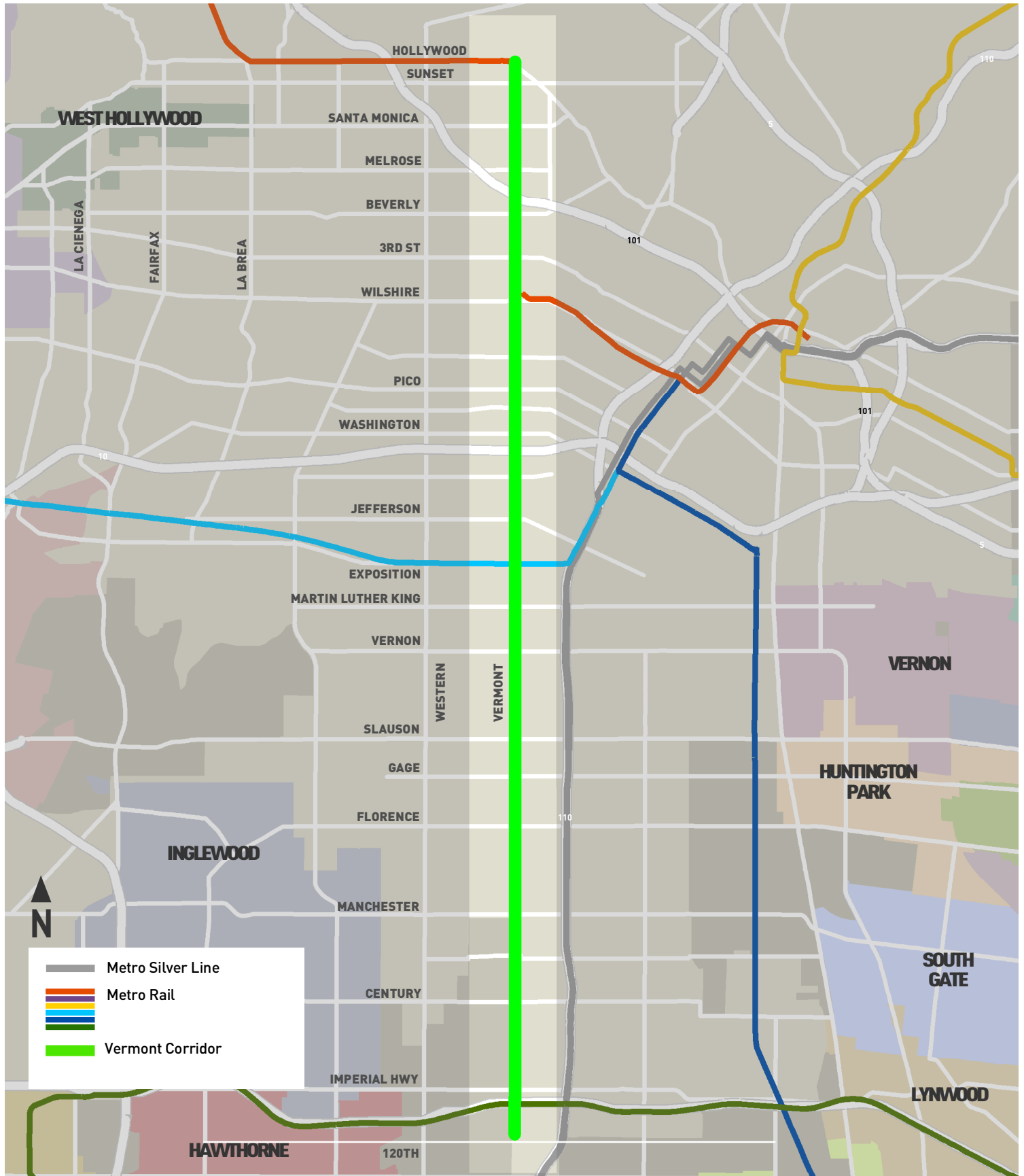
C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

Map of Vermont Corridor



Metro

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

**Board Report**

File #: 2019-0259, **File Type:** Motion / Motion Response

Agenda Number: 16.1

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

Motion by:

GARCETTI, DUPONT-WALKER, HAHN, SOLIS AND BUTTS

Related to Item 16: Vermont Transit Corridor - Rail Conversion/Feasibility Study

MTA should always strive to deliver the best transit project possible and not prematurely eliminate warranted project alternatives.

The Vermont Transit Corridor is a significant Measure M project intended to improve mobility along Vermont Avenue. Vermont Avenue is MTA's highest-ridership bus corridor. Vermont connects some of the most economically and socially diverse communities and several major destinations in the Los Angeles region.

Historically, Vermont Avenue was the second priority for rail transit investment after Wilshire Boulevard, as seen by the current Red Line route north of Wilshire Boulevard. Current and future Vermont Transit Corridor users deserve a world-class, reliable, and convenient transportation option. While the Bus Rapid Transit (BRT) concepts recommended by MTA will improve bus operations and travel times, the Vermont Transit Corridor rail concepts would deliver superior customer experience, connectivity, reliability, and capacity.

Exposition Park in particular is one of the significant destinations served by the Vermont Transit Corridor. Exposition Park currently draws about four million visitors per year and is developing a new master plan in anticipation of additional growth.

Exposition Park is experiencing nearly \$2 billion in new and recent investments, including the Lucas Museum of Narrative Art, the Oschin Air and Space Center, the Los Angeles Memorial Coliseum renovation, and an addition to the Natural History Museum. The Lucas Museum alone is a \$1 billion investment forecasted to draw an additional one million visitors per year to the regional park. Additionally, the Los Angeles Football Club's Banc of California Stadium is a \$350 million investment with a significant transit-patron attendance. Lastly, Exposition Park will be a major venue for the future 2028 Olympic and Paralympic Games.

The Vermont Transit Corridor also connects to the University of Southern California (USC). USC is LA County's second-largest private employer and eighth-largest employer in LA County overall. USC

serves about 47,500 students, over 20,100 faculty and staff, and many more visitors, whom share a highly constrained parking capacity.

With ongoing development along the corridor, MTA could draw significant public-private partnership interest and private infrastructure investment. The Vermont Transit Corridor Project is a historic opportunity for LA County to close a transit service connectivity gap and to provide a world-class, reliable transportation option for people to access education, employment, and entertainment. This critical corridor connects multiple MTA rail lines, serves various regional employment centers, and connects populous, lower-income communities who rely on transit as well as emerging transit-oriented communities.

Bus service quality and reliability improvements on Vermont Avenue are much needed. MTA should continue to develop world-class Bus Rapid Transit alternatives for Vermont Avenue to ensure transit riders experience a high-quality, seamless ride.

However, given high transit ridership and constrained, congested conditions on Vermont Avenue, MTA must also study all technically feasible rail alternatives during environmental review and explore innovative funding mechanisms to accelerate their effectuation. Additionally, should MTA recommend congestion pricing in the Downtown LA area, a Vermont rail alternative will ensure a high-quality transit option. Lastly, given that MTA seeks to advance BRT concepts that would not preclude future rail conversion, evaluating all technically feasible rail alternatives should not significantly affect the environmental analysis budget and schedule.

MTA should preserve the ability to deliver the Vermont Transit Corridor as a rail project should additional funding materialize. Historically, there is precedent for this. The Expo Phase 1 and Crenshaw/LAX projects included both BRT and rail alternatives in their respective environmental documents.

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

RECOMMENDATION

APPROVE Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

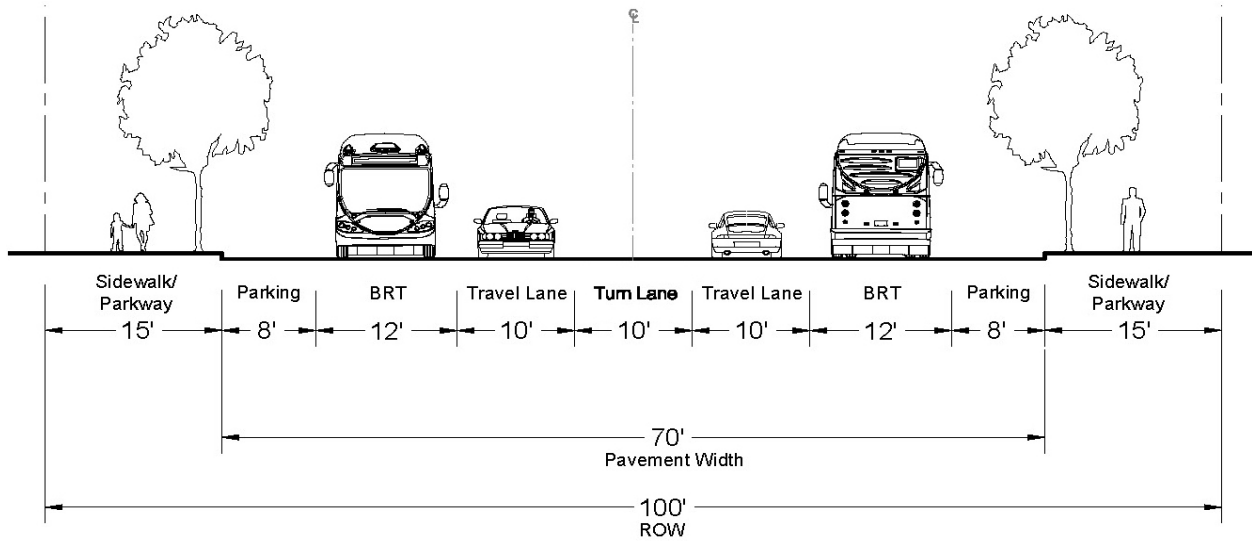
- A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;
- B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and
- C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.

**Vermont Transit Corridor
Alternatives for Environmental Review**

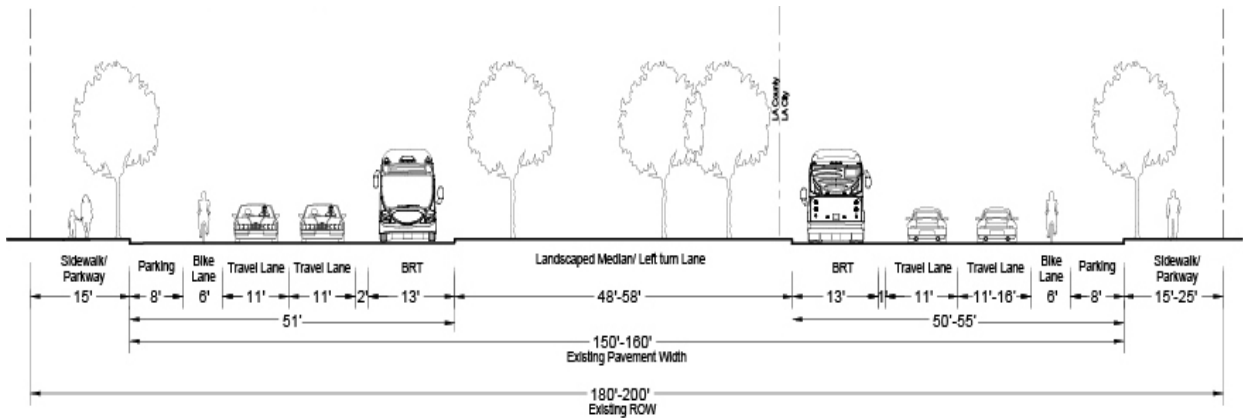
ATTACHMENT E

Examples of Side and Center-Running BRT

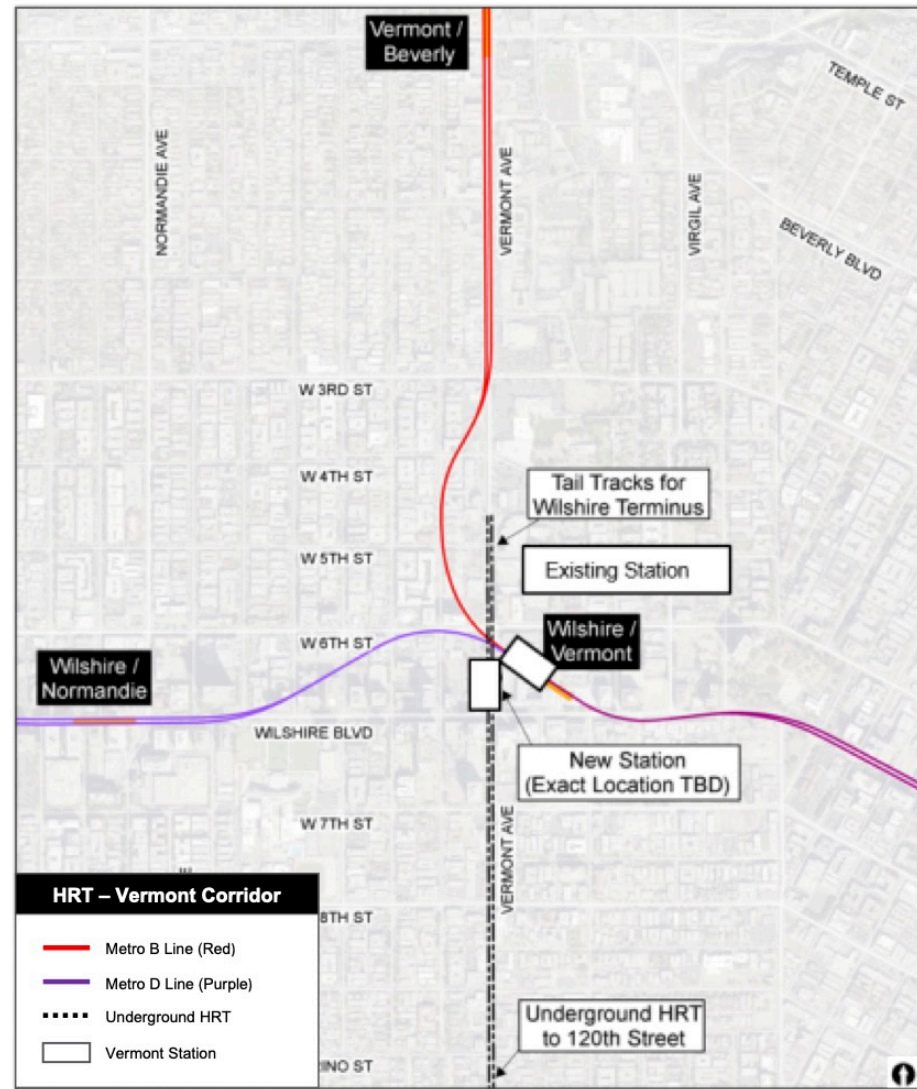
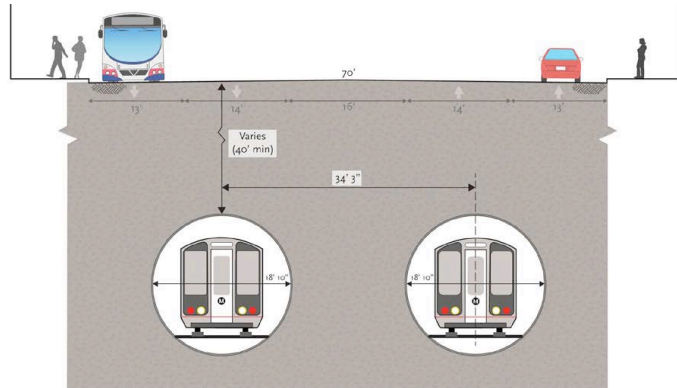
Side-Running BRT (Between Hollywood Boulevard and Wilshire Boulevard)



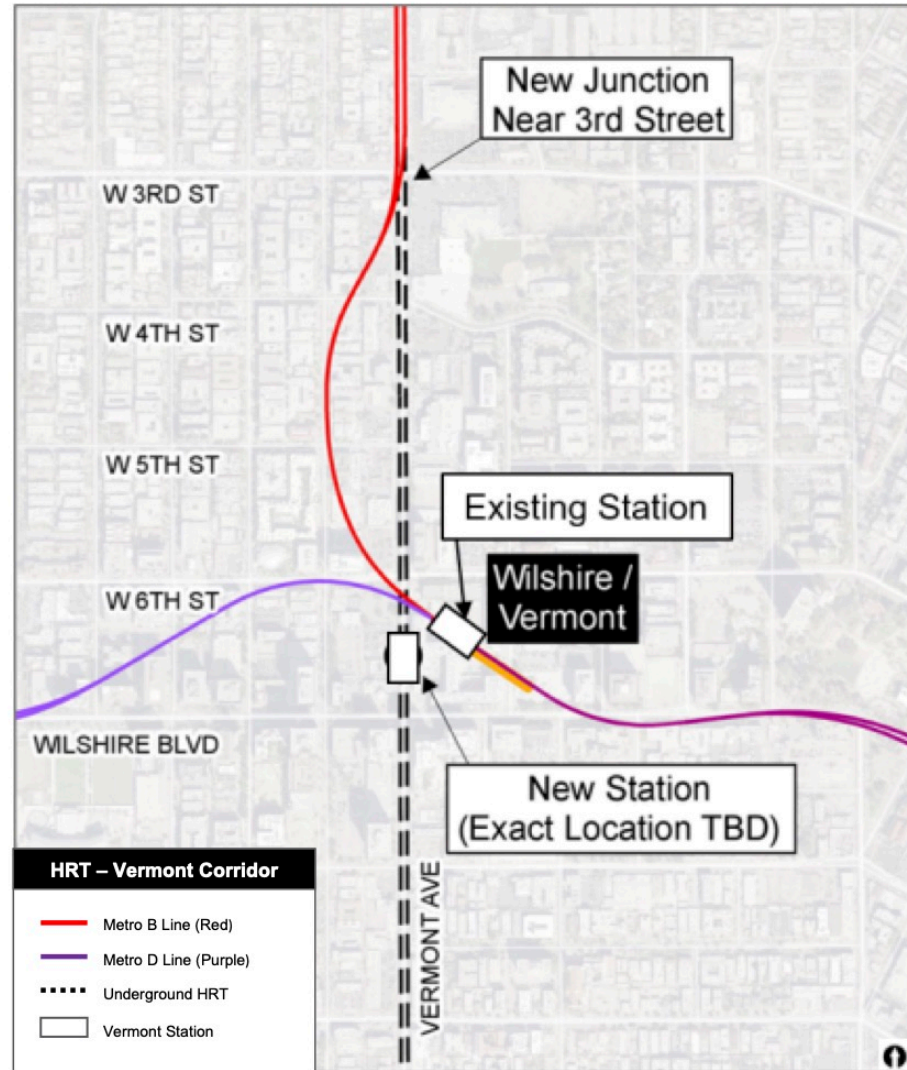
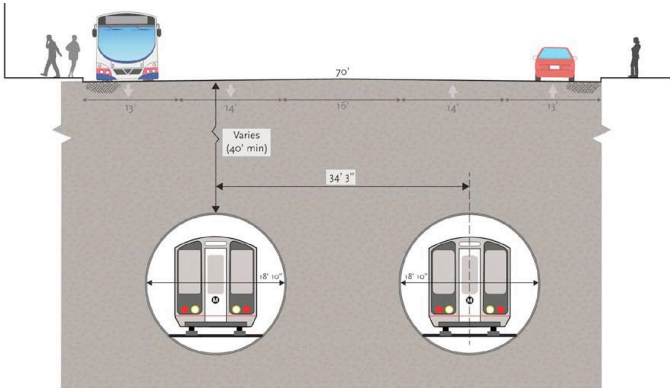
Center-Running BRT (Manchester Boulevard to 105 Freeway)



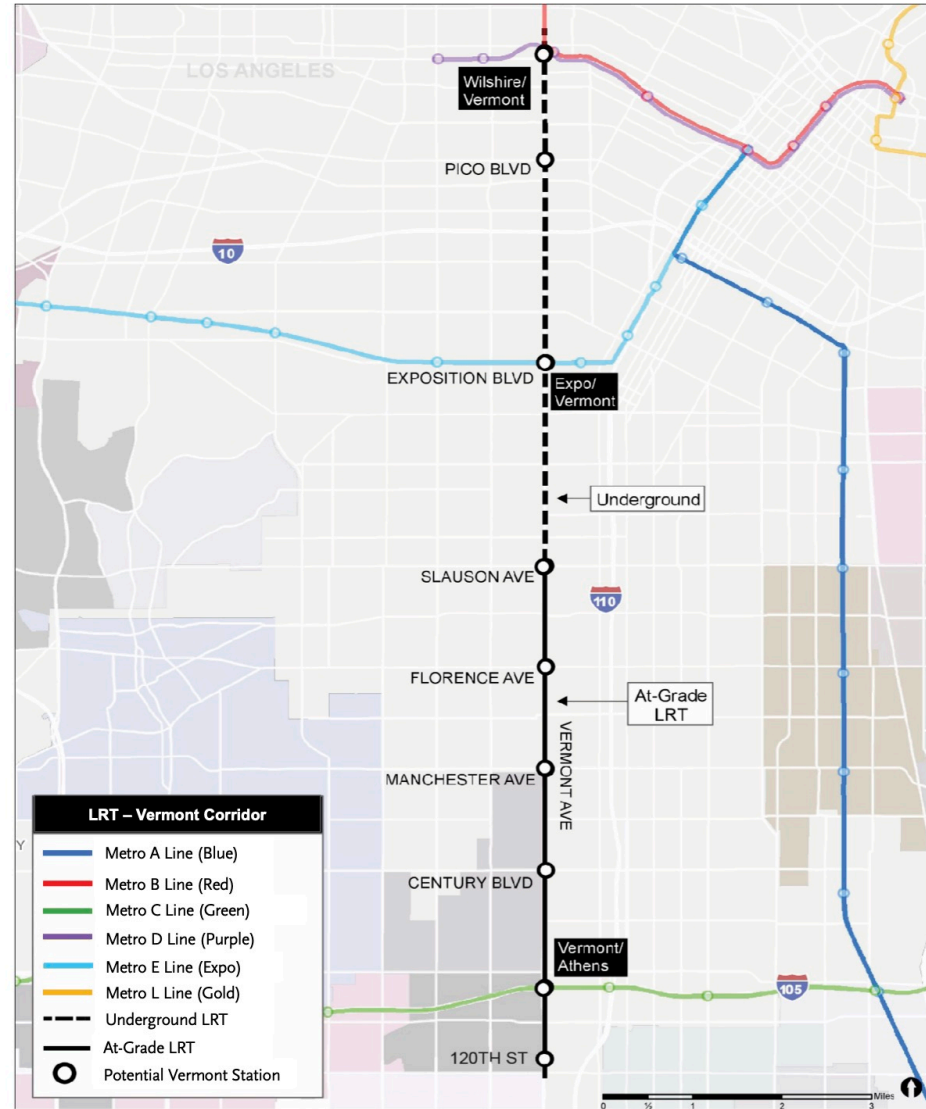
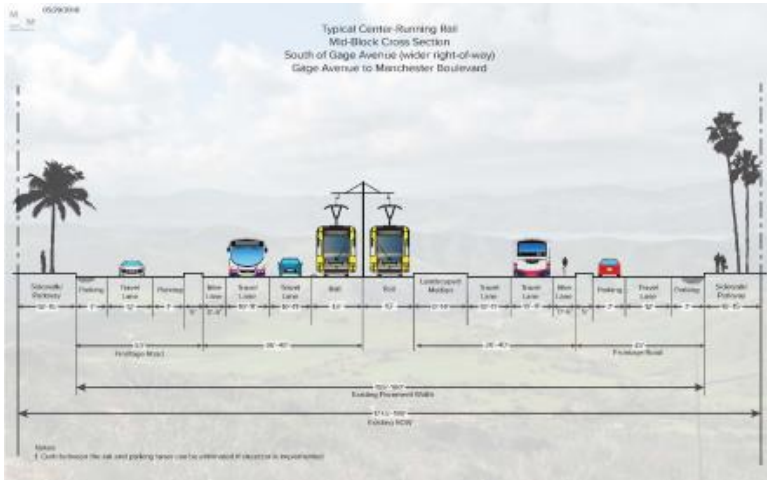
Standalone Heavy Rail Option Beginning at Wilshire/Vermont Station (Grade-Separated)



Heavy Rail Option with Direct Connection to Metro B (Red) Line (Grade-Separated)



Light Rail Option Beginning at B/D Line Wilshire/Vermont Station (Majority At-Grade)



Next stop: a new kind of bus ride on Vermont.

VERMONT TRANSIT CORRIDOR



Metro



Planning & Programming Committee

Legistar File 2021-0136

May 19, 2021

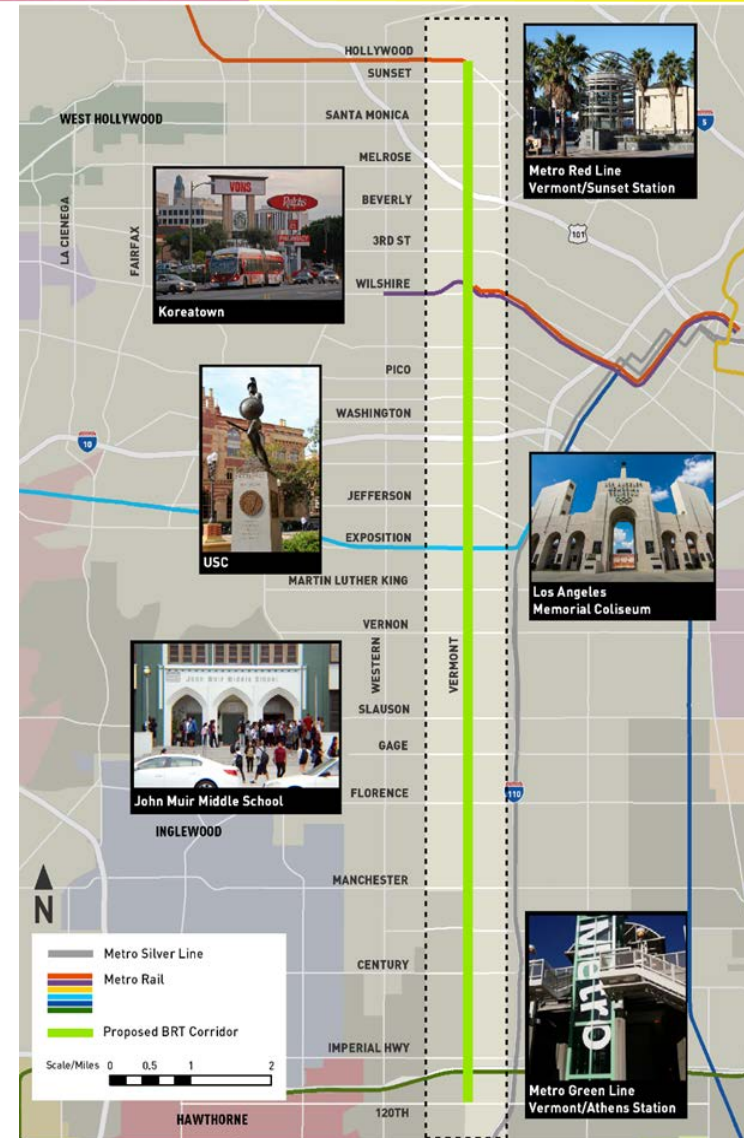
Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 48-month firm fixed price Contract No. AE68471000 to Jacobs Engineering Group, Inc. for the Vermont Transit Corridor Environmental Review and Conceptual Engineering pursuant to California Environmental Quality Act (CEQA) guidelines in the amount of \$33,066,291 (inclusive of two optional tasks: 1) National Environmental Policy Act (NEPA) Environmental Document in the amount of \$4,367,917 and; 2) Opportunities and Capacity for Use of Value Capture in the amount of \$341,503), subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of \$8,266,573 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

Background

- February 2017 - Completed Vermont BRT Technical Study
- April 2019:
 - Completed Vermont Transit Corridor Rail Conversion/Feasibility Study
 - Staff directed to advance BRT and rail concepts into environmental; conduct separate feasibility study extending corridor to South Bay Silver Line PCH transitway station
- October 2020 – Issued RFP for planning and environmental study; public outreach issued as separate contract using existing Communications Bench in Jan 2021



Environmental Contract Award

- Base contract: CEQA clearance for all project alternatives
- Six alternatives to be evaluated:
 - Three Bus Rapid Transit (BRT) Alternatives
 - End-to-end side running
 - End-to-end center running
 - Combination side and center running
 - Three Rail Alternatives
 - Light Rail Transit (LRT)
 - Heavy Rail Transit (HRT) connecting to Metro B Line (Red)
 - Separate HRT to/from Wilshire/Vermont Station
- Contract options: NEPA clearance and Value Capture
- SBE and DVBE goals exceeded



Project Schedule

- Summer 2021
 - Begin Environmental Work
 - Issue Notice of Preparation
 - Conduct 45-day Public Scoping Period
- Spring 2023
 - Complete Draft EIR
 - Metro Board Selection of Proposed Project/Locally Preferred Alternative
- Spring 2024
 - Final EIR to Metro Board



Next Steps

- Upon Board approval, begin work on Planning and Environmental Study
- Initiate public engagement led by Outreach Contractor
 - Strong knowledge of the corridor and local communities
 - Has experience working with Community-Based Organizations



**Board Report**

File #: 2020-0365, **File Type:** Program**Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021****SUBJECT: FIRST/LAST MILE GUIDELINES****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

ADOPT the First/Last Mile Guidelines (Attachment B).

ISSUE

The Metro Board of Directors enacted First/Last Mile (FLM) policies (Motions 14.1, May 2016 and 14.2, June 2016) that established broad direction and requirements related to integrating FLM planning, funding, and delivery with Metro transit projects. Subsequent staff responses to the original motions committed program guidelines to operationalize these policies. Staff has developed First/Last Mile Guidelines (Guidelines) informed by FLM program experience to-date and extensive feedback notably from local jurisdictions whose partnership is necessary to fulfill the Board's vision. The Guidelines create a predictable template for FLM activities for new transit projects, formalize roles and responsibilities between Metro and local agencies, and facilitate the use of FLM toward the 3% local contribution for major rail transit projects.

BACKGROUND**About FLM**

Motions 14.1 and 14.2, cited above, establish policy and direct FLM activities (see Attachment A - Motions). These policies built from the 2014 First/Last Mile Strategic Plan and Planning Guidelines which made the case for access and safety improvements focused on active transportation and provided a planning methodology. Collectively, the 2016 Motions direct both an extensive planning and technical assistance role related to existing transit stations and stops, as well as require integration of FLM with new transit projects. The Guidelines proposed here operationalize direction specific to new transit projects, as explained further in this report (see Attachment B - First/Last Mile Guidelines).

Metro FLM policies envision a network of routes, termed "pathway networks," extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. Pathway networks consist of primary routes, which connect directly to stations and serve the greatest number of riders, and secondary routes which serve as feeders connecting

neighborhoods and destinations to the primary routes. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel. FLM projects consist of infrastructure, such as sidewalks, crosswalks, and bike lanes, located on identified pathway network routes. FLM improvements are, in almost all cases, located within public right-of-way, making partnership with local jurisdictions necessary for a successful program.

Policy elements related to new transit projects include integration of FLM pathways in the planning, design, and construction of new Metro transit projects; a provision that FLM elements may not be eliminated through value engineering; and an option for local agencies to direct the 3% local contribution for major rail transit projects toward their activities implementing FLM. Guidelines are necessary to define and facilitate this policy direction due to the:

- already complex nature of transit project delivery;
- need to align and coordinate core transit elements with a larger footprint of streetscape improvements;
- need to ensure a clear nexus and value between street improvements planned and delivered for FLM and the transit stations they serve; and
- need to clarify resource commitments and balance effective incentives to implement FLM with cost and risk to project delivery.

DISCUSSION

Guidelines: Key Points and Organization

The Guidelines are structured to provide predictable standard processes to be applied for all future transit projects. To that end, the document is structured by project delivery phase, and focuses on roles and responsibilities for departments and teams within Metro, and for external partners and stakeholders.

The Board's policy vision is operationalized through key concepts, as follows:

- **General roles**

Metro's primary role in FLM delivery is to initiate the overall process and to lead activities through the development of an FLM plan for each project/station. The FLM plan is intended to facilitate a handoff to local jurisdictions who can, at their option, continue the process through design, funding, implementation and maintenance. Metro may, at the request of the local agency, further prepare any necessary environmental clearance.

Beyond the planning phase, local jurisdictions take on the lead role for the remainder of the FLM process including design, construction, and maintenance. The Guidelines propose an optional role for Metro to prepare any needed environmental documentation that will be decided on a case-by-case basis. Through these later phases, Metro plays various support functions intended to assist in funding processes, facilitate 3% arrangements as described further below, and review and coordinate design processes.

- **Additional Metro Responsibilities**

The Guidelines clarify Metro's responsibilities related to station access. Of note, this includes assurance that Metro is responsible for addressing any instances where a transit project degrades existing active transportation facilities (e.g., when a rail line interrupts a bike lane), and further describes responsibility to address any discontinuity (e.g., non-aligned sidewalks) between stations and their surrounding streetscapes. Following the adoption of the Guidelines, Metro staff will review the Metro Rail Design Criteria to make any necessary updates to reflect these items.

- **3% Local Contribution Availability**

The ability for local jurisdictions to direct FLM activities toward meeting the 3% local contribution for major transit projects, as established by Motion 14.2, is the key tool to incentivize and fund FLM delivery. Therefore, the Guidelines are substantially focused on describing the process and requirements to arrive at 3% agreements that exercise this option. The Guidelines also strike a balance between an effective FLM incentive with financial risk for transit project delivery. Any FLM 3% local contribution directed to FLM reduces the funding that would otherwise be available for the core transit project. If fully utilized, FLM 3% credit could reduce the available funding for transit projects by approximately \$861 million. To address this, the Guidelines propose that 3% credit would be available only for implementation of high priority projects as defined and delineated in the FLM plans. There is no cap on the 3% credit so long as it is applied to high priority projects as defined in FLM plans. These consist of core access and safety improvements on primary pathway routes. In practice, staff believes it is unlikely that 3% credits would total the full \$861 million.

FLM plans completed to date contain a project prioritization that would need to be revisited to be consistent with the Guidelines and to be comparable across the plans. The intent of the prioritization approach, as described in the Guidelines, is that, if implemented, priority projects would result in safe and continuous paths for travel along primary access routes up to ½ mile from the station, inclusive of adequate sidewalks, crosswalks, lighting, and bicycle connections. The intended approach allows for flexibility to consider other investments with strong community support among the priorities.

- **Project Definition and Boundaries**

The Guidelines describe a clear definition and boundaries that allow for transit projects and FLM networks to proceed as parallel, coordinated efforts. Briefly summarized, the transit project exists within project boundaries developed through longstanding practice. While FLM-type elements (e.g., bike parking) are part of transit projects and within the boundaries, FLM projects, by definition, exist on pathway networks outside the boundaries. The Guidelines continue to describe a coordination process intended to arrive at a seamless interface between stations and their surrounds.

Policy Impact

The Guidelines intend to establish a practical and detailed approach to achieve a broad policy vision established by the Board in Motions 14.1 and 14.2. Approval of the Guidelines refines policy

direction contained within the motions as follows:

- establishes FLM as separate, parallel, and coordinated with transit project delivery;
- defines applicability of Guidelines, and resource commitments for all projects, including Bus Rapid Transit projects that are not subject to a 3% local contribution;
- clarifies Metro's responsibility for effective interface between transit projects and surrounding streets, and for addressing any disruption to existing active transportation facilities; defines these specific Metro responsibilities as applicable for the prohibition on value engineering; and
- establishes that 3% credit availability is subject to terms and process as described in the Guidelines, including that availability is limited to high priority projects identified in the FLM plans.

Process and Input Received

The Guidelines as drafted are informed by FLM planning work to-date including collaboration with jurisdictions and community groups. Guidelines concepts were vetted through early stages of development by a working group comprised of internal Metro staff along with cities and Los Angeles County. The draft of the Guidelines was presented to affected cities at a workshop on March 29, 2021, with the draft circulated for input on April 5, 2021. Feedback received focused on specific provisions to facilitate an effective handoff from Metro to local agencies, the environmental review role, and other aspects of Metro/local collaboration. The draft Guidelines were further presented to non-municipal stakeholders, with informal briefings held for feedback. To the extent possible within the overall approach and framework, comments received were incorporated in the draft.

Equity Platform

The Equity Platform was addressed as follows:

- I. Define and Measure:* FLM plan development emphasizes analysis of existing conditions for access and safety;
- II. Listen and Learn:* FLM plan development and further phases of project development emphasize extensive community engagement including partnerships with Community Based Organizations. This existing practice of the FLM program is reinforced within the Guidelines;
- III. Focus and Deliver:* the FLM Guidelines provide a clear and practical template to implement access and safety improvements; and
- IV. Train and Grow:* as an identified next step, a training module on the Guidelines will be developed for Metro staff and partner agencies.

DETERMINATION OF SAFETY IMPACT

The adoption of the Guidelines will have no direct safety impact; FLM projects facilitated by the Guidelines are intended to improve safety conditions for transit riders navigating to and from stations and stops.

FINANCIAL IMPACT

As described in this report, the ability of local jurisdictions to credit 3% local contributions by implementing FLM projects directs funding away from core transit delivery. If fully utilized, the

maximum impact of this policy is estimated at \$861 million, noting that full utilization of this option is unlikely. The Guidelines propose limiting 3% local contribution availability to priority projects identified in FLM plans which will reduce financial exposure by an undetermined amount. Specific financial impacts will become known on a project-by-project basis and will be reported to the Board as 3% agreements are put in place.

Impact to Budget

The Guidelines describe and commit various staff activities to support FLM planning, environmental review, and coordination with local jurisdictions. These activities proceed in any given fiscal year according to the project phases for the various transit projects. For FY21, staff activity for applicable projects is included in the adopted budget. For future years, cost center managers are responsible for budgeting.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. FLM projects facilitated by the Guidelines will improve customers' experiences accessing the future stations by walking, biking or other rolling modes.

ALTERNATIVES CONSIDERED

The Board may choose to not adopt FLM Guidelines. This option is not recommended as it perpetuates an unclear process and expectations for all transit projects.

The Board may consider different concepts for key aspects of the Guidelines as proposed, notably by reducing the availability of credit for 3% local contributions in light of financial risk to transit projects. This option is not recommended as the Guidelines as proposed represent a careful attempt to balance risk with established Board policy and related expectations. Reconsideration of this and other key concepts would further result in delay in standardizing the FLM program and could necessitate ad hoc decisions on individual projects.

NEXT STEPS

The Guidelines describe a slate of activities applicable to all transit projects which will be executed and reported to the Board on an on-going, project-specific basis. Prior to the adoption of the Guidelines, the Board adopted FLM plans for four projects, at which time the Board directed staff to report back to determine next steps. For these projects (D Line Sections 2 and 3, East San Fernando Valley Light Rail Transit, L Line Foothill Phase 2B extension, and G Line Sepulveda Station), staff will recommend direction on specific next steps in summer 2021. Among the recommendations for these plans will be steps to develop and apply a consistent, detailed prioritization approach consistent with the Guidelines, and as described in this report under "3% Local Contribution Availability." As noted above, staff will review the Metro Rail Design Criteria and prepare updates as needed. Finally, upon adoption of the Guidelines, a training module intended to orient Metro staff and partner agencies will be developed and provided.

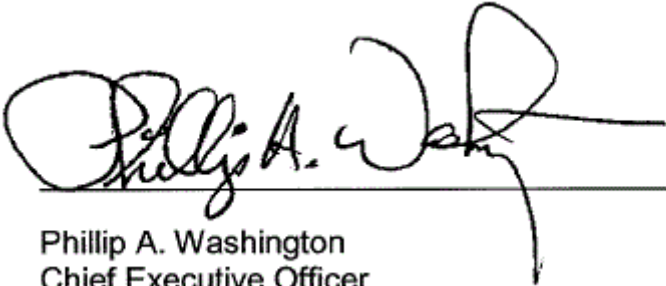
ATTACHMENTS

Attachment A - Motions 14.1 and 14.2

Attachment B - First/Last Mile Guidelines

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Board Report

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

File #:2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro

Los Angeles County
Metropolitan Transportation
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Board Report

File #:2016-0451, File Type:Motion / Motion
Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

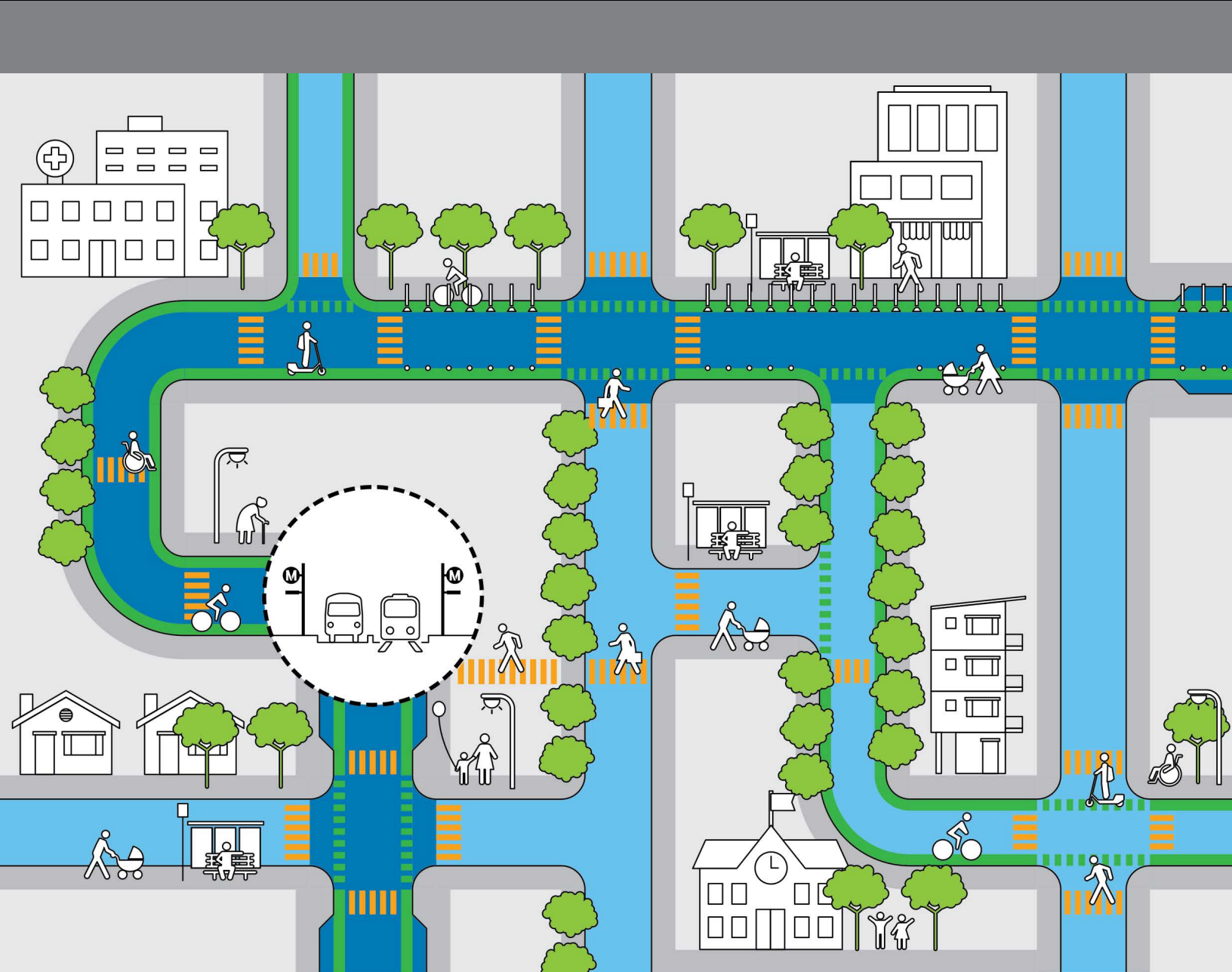
APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

First/Last Mile Guidelines



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Executive Summary

Overview

The Metro Board of Directors established a vision for enhanced station access and safety by enacting First/Last Mile (FLM) policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide. Taken together, these policies envision a network of routes extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel.

The full set of policy directives in Motions 14.1 and 14.2 are summarized in (Figure E-1). Among those activities is specific direction focused on new Metro transit projects, stating **“Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.”**

NEW TRANSIT PROJECTS (SUBJECT TO FLM GUIDELINES)

Incorporate first/last mile improvements into the project delivery process for future transit capital projects

Conduct first/last mile planning for 254 station areas in the county

Incorporate first/last mile improvements with transit capital projects starting with Purple (D Line) Section 2

Facilitate first/last mile improvements initiated by local jurisdictions through technical and grant assistance

Allow local jurisdictions to use first/last mile improvements toward 3% contribution on rail transit projects

Incorporate the newly-designated Countywide First/Last Mile Priority Network into the Long-Range Transportation Plan

OTHER FLM POLICIES & ACTIVITIES

Figure E-1: Metro Board Motion 14.1 and 14.2 Policy Directives

This particular element of the Board motion further articulates the vision that FLM networks become an integral part of Metro’s work on new transit capital projects. The Board’s intent is that FLM networks are in place on the opening day of revenue service. The policy further envisions a partnership between Metro and local jurisdictions hosting stations, specifically by allowing, within Motion 14.2, that the local jurisdiction’s 3% funding contribution for rail projects be directed toward FLM improvements.

The focus of the Guidelines is to describe a consistent, predictable process for this portion of the Board’s larger set of directives. In so doing, the Guidelines describe the sequence of work and delineate roles and responsibilities within Metro and for external partners.

The Guidelines’ Approach to First/Last Mile and Transit Project Integration

The Guidelines describe an approach to achieve the overall vision captured in Board policy based on program experience and within practical constraints. The key elements of the approach are summarized as follows:

> **Metro initiation/facilitation of FLM development process:** Metro will catalyze the creation of FLM networks by playing a lead role through early phases of project development, specifically by advancing projects through Planning. Most FLM improvements will be statutorily exempt from CEQA. However, in some cases, where Environmental Clearance is required, Metro can help prepare this effort. See Section 2B for more detail.

- > **Local jurisdiction implementation/maintenance of FLM improvements:** Local jurisdictions, given their functions as owners of public right-of-way where most FLM improvements are to be located, will lead the design, implementation, and maintenance of FLM improvements within their right-of-way. While this implementation strategy applies to most FLM improvement projects, there may be case-by-case exceptions based on negotiated agreements between Metro and the local jurisdiction. Sections 2C and 2D for more detail.
- > **Cooperation between Metro, local jurisdictions, and other stakeholders:** The Guidelines envision and describe a handoff of lead responsibilities at the conclusion of Planning. Engaged partnership is necessary throughout the process. Figure E-2 below illustrates where this handoff is proposed to occur in the process. The Guidelines describe a number of specific, required partnership terms to ensure consistent, predictable processes, noting that the approach can be tailored to specific project circumstances.



Figure E-2: Metro and Local Jurisdiction FLM Project Delivery Roles

> **Integrated processes for FLM and transit project delivery:**
 The approach integrates FLM project development with the corresponding transit corridor project, beginning with an early, preliminary assessment to inform alignment screening (see Box 2 in Section 2A), and through the planning and environmental review stages. However, at later stages (preliminary engineering, final design, and construction), FLM projects continue as separate parallel efforts. Figure E-3 below illustrates how the project delivery phases align between FLM projects and their associated transit corridor.

This approach requires on-going coordination between transit project and FLM efforts to ensure an effective tie-in between stations, their immediate surrounds, and larger FLM networks. Of particular note, Metro is responsible for delivery of FLM elements within the transit project boundary.

Appendix C also provides an easy-to-reference table identifying the roles of various Metro departments, local jurisdictions, and stakeholders in each stage of the process.

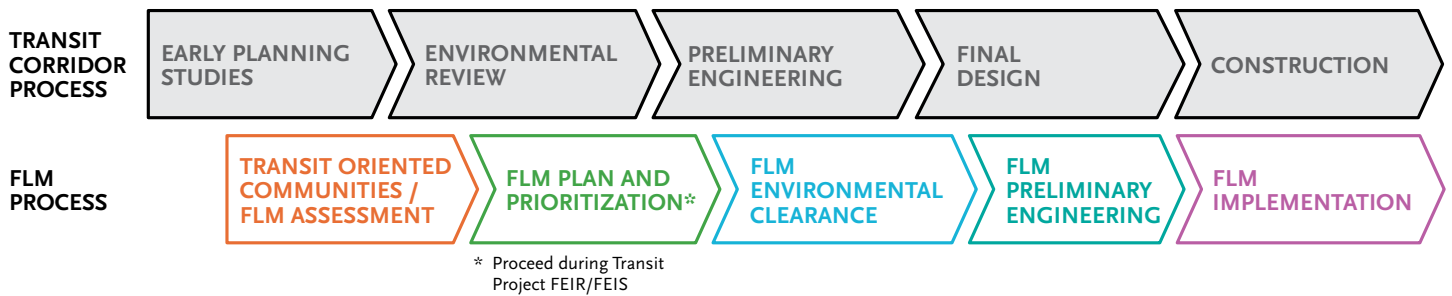
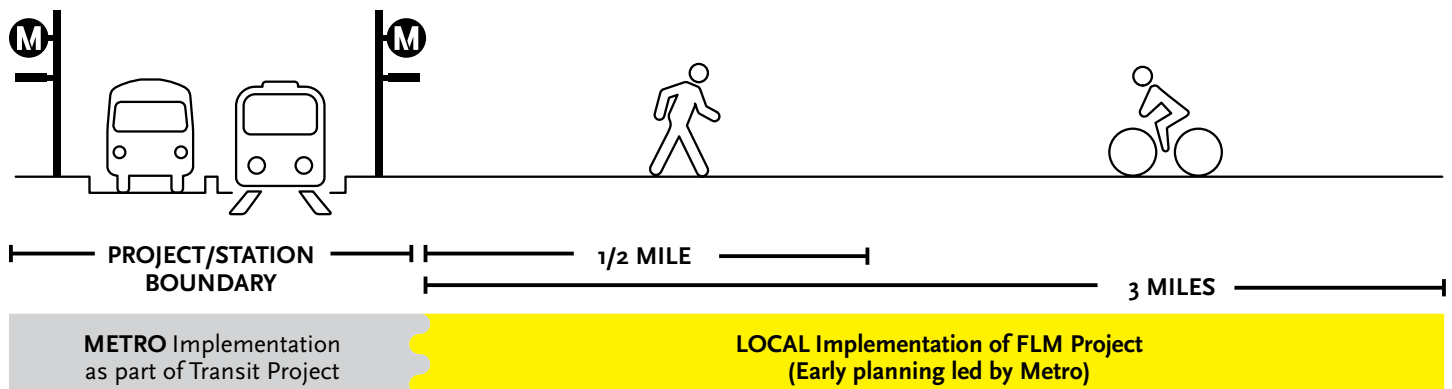


Figure E-3: FLM and Transit Corridor Project Delivery Phases Comparison

> **Prioritized FLM improvements on primary access routes:**
 FLM plan development results in a comprehensive set of access, safety and aesthetic improvements within a half-mile radius for pedestrian focused improvements, and a three-mile radius for bike and other rolling mode connections. These boundaries are defined by the Federal Transit Administration and in the Metro First/Last Mile Strategic Plan.

a station, and the density of the street network, among other factors, the estimated cost to deliver FLM improvements can sometimes be as high as \$30 million per station. Therefore, the approach here focuses on advancing high priority improvements (those that improve safety and accessibility) on primary access routes. Specific station amounts will vary due to the vast disparities in infrastructure and suitability for walking and biking within the existing built environments surrounding stations throughout the county.

Depending on existing conditions, the expected ridership of



* NOT TO SCALE

Figure E-4: FLM Improvements Site Definition and Boundaries

> **Negotiation of 3% local contribution agreements to fund FLM projects:** The ability for local jurisdictions to direct their 3% contribution to pay for FLM improvements for non-BRT transit corridor projects, per Motion 14.2, is a key tool enabling FLM project delivery. Therefore, the Guidelines describe a critical path of activities, products, and decision points that facilitate the handoff of FLM projects to local jurisdictions and 3% agreements that will help fund them. The Guidelines describe the necessary elements to be included in 3% agreements, which will be negotiated with local agencies on a project-by-project basis. Figure E-5 also illustrates the critical path items leading to the 3% agreement.

> **FLM 3% availability:** To support equitable use of this policy option for funding FLM improvements, 3% credit will be available for high priority projects as determined in the FLM plan. High priority projects identified within the plan generally focus on safety and accessibility to the station.

These priority projects, if implemented, will result in safe, accessible, and continuous paths of travel on primary routes within each station’s walk-shed, inclusive of sidewalks, crosswalks, lighting, and bike connections as needed (e.g. to close gaps in the bike network). The methodology and criteria for determining high priority projects has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction. While the

focus is on safety and accessibility-related improvements, this methodology will also accommodate some flexibility for each station, with an emphasis on other FLM plan improvements supported by local jurisdiction interest or public feedback received during the plan’s community engagement process.

> **Community engagement and partnership with Community Based Organizations:** Grassroots community engagement and collaboration with Community Based Organizations (CBOs) are critical elements of the FLM program. FLM physical (street and sidewalk improvements) and cultural (community expression) infrastructure is deeply valued at a localized scale. CBO involvement can bridge a frequent disconnect between core transit-dependent riders, who are often low income and people of color and do not have the resources to participate in public processes, and more engaged stakeholders. Metro’s work with CBO partners on FLM projects is linked to the agency’s Equity Platform Framework and is an example of techniques being piloted for Metro’s agency-wide CBO strategy.

> **Metro support for implementation:** For all Metro transit projects, Metro provides a range of support to local agencies for funding and implementation of FLM. This support, such as for competitive grants, are described in Box 9 in Section 2D.

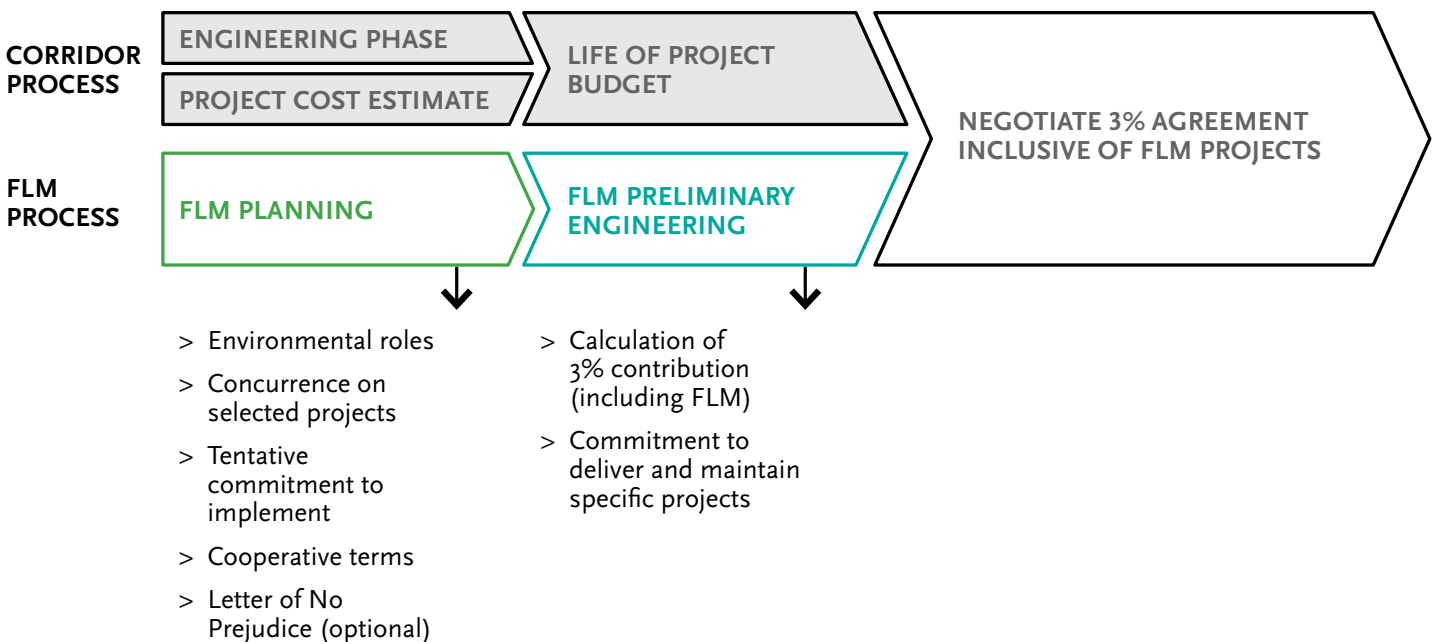


Figure E-5: Critical Path to 3% Agreement

Organization of Document

The Guidelines are organized in sections by FLM project phase and describe FLM project development in relation to typical transit project phases. Coordinating timelines with transit project work is critical; to assist, the relationship of specific transit project and FLM milestones is described throughout the Guidelines. FLM work, as described herein, follows the following project development phases:

- > Planning
- > Environmental Clearance (concurrent with Preliminary Engineering)
- > Preliminary Engineering (concurrent with Environmental Clearance)
- > Implementation

Given the importance of coordination and cooperation, the Guidelines emphasize specific roles and responsibilities throughout each of the project development phases. Figure E-6 outlines the organization of each project development phase section within the Guidelines. Each section details processes and expectations for Metro departments/teams, local agencies, Community Based Organizations, and other participants. Appendix C contains the same information organized by role, and can be referred to by any stakeholder at each stage.

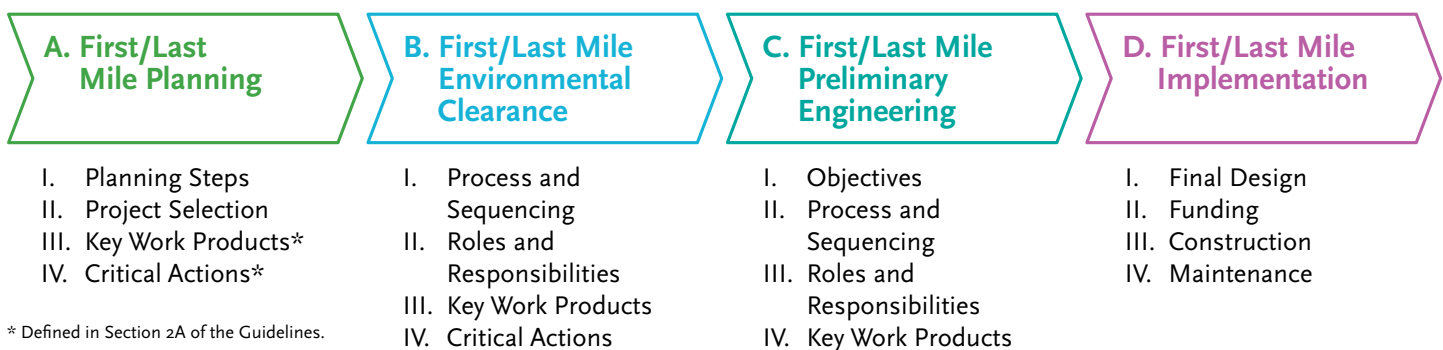


Figure E-6: How to Use the Guidelines

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1. Introduction

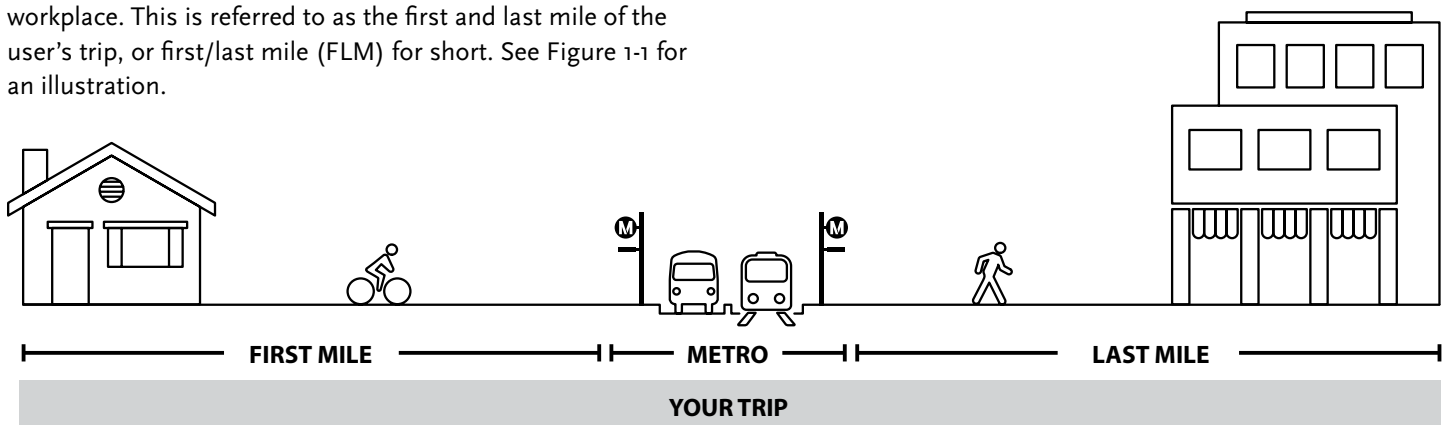
The First/Last Mile Guidelines describes the process by which Los Angeles County Metropolitan Transportation Authority (Metro) and local jurisdictions partner in the planning, design, and construction of first/last mile (FLM) improvements for new rail transit and bus rapid transit (BRT) corridor projects.

The Guidelines intend to fulfill the Metro Board of Directors' (Board) vision for safe, connected FLM pathways to new transit stations. It builds upon Metro's FLM policies and past experience: the First/Last Mile Strategic Plan (2014) presented methodology for FLM planning; Board Motions 14.1 and 14.2 (2016) directed activities to facilitate and implement FLM networks around transit stations and stops throughout the county; and to-date, the Board has adopted seven FLM plans and several more are in progress (see Box 1).

Ninety percent of transit riders walk, bike, or otherwise roll to and from transit stations and bus stops, highlighting the importance of safe streets to access transit. Through FLM planning, Metro envisions a network of routes extending from transit stations that are designed to meet the needs of transit riders and improve the customer experience.

A. What is First/Last Mile?

An individual's trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use "active transportation" —walking, biking or rolling—to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user's trip, or first/last mile (FLM) for short. See Figure 1-1 for an illustration.



* NOT TO SCALE

Figure 1-1: What is First/Last Mile?

Actual distances for the FLM trip may vary. However, for pedestrians, the upper boundary is usually understood to be a 15-minute walk, which translates to a half-mile radial distance centered around a transit station or stop. Most bicyclists can travel a mile in four to five minutes. Hence, for bicyclists, due to their higher speeds, this travel distance increases to a three-mile radial distance. Figure 1-2 illustrates these FLM access sheds, the distances people travel in a set duration of time (15 minutes) using different active transportation modes.

FLM improvements incorporate a range of urban design elements that respond to the context of each station. Though the streets that comprise the FLM station planning area typically fall outside the boundaries of Metro's jurisdiction, they remain critical components of an effective public transportation system. The easier it is to access a transit system, the more likely people are to use it.

Some examples of FLM improvements include:

- > Infrastructure for walking, biking, and rolling (e.g. sidewalks, crosswalks, bike lanes, bike parking)
- > Shared use services (e.g. scooters, bike share, and car share)
- > Facilities to transfer or connect to a different mode of transportation (e.g. passenger drop-off areas and bus/rail interface improvements)
- > Information that simplifies travel, including signage, wayfinding, and technology (e.g. information kiosks and mobile apps)

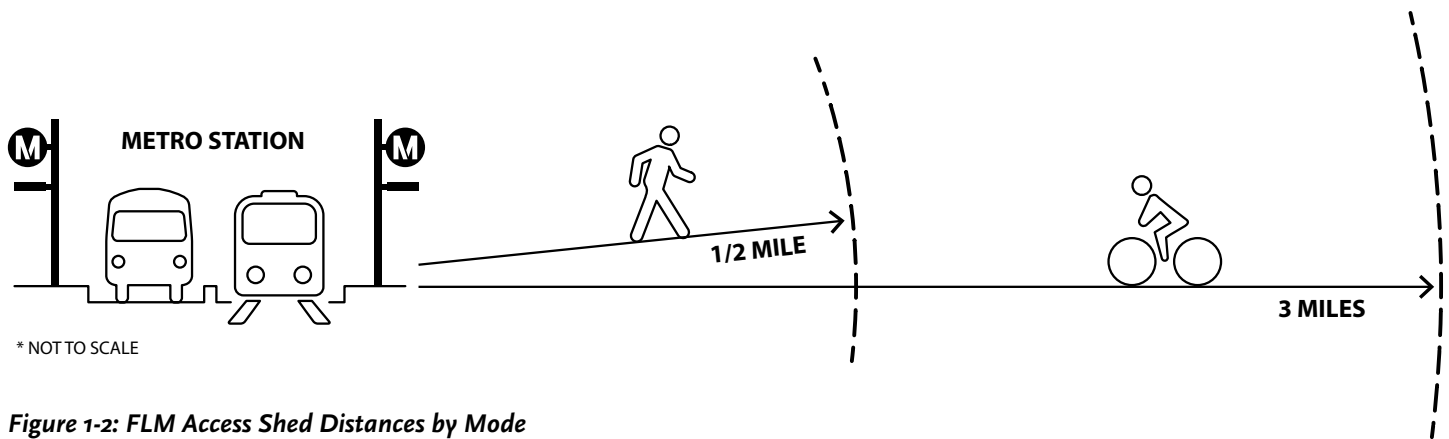


Figure 1-2: FLM Access Shed Distances by Mode

Why is First/Last Mile Important?

FLM improvements are important for three core reasons:

1. First/last mile expands the reach of transit. It recognizes that the built environment surrounding and connecting to transit is a factor in an individual's propensity to take transit.
2. First/last mile improves safety. Well-designed crosswalks, effective lighting, bike lanes, and other improvements help protect the most vulnerable users of the street and encourage transit ridership.
3. First/last mile enhances the customer experience for transit riders. Well-maintained sidewalks, clear and easy to understand signage and wayfinding, landscaping, and other visual enhancements like public art can all contribute to a more pleasant travel experience for current and future riders.

B. Goals and Objectives of the Guidelines

The goal of the First/Last Mile Guidelines is to ensure the comprehensive integration of FLM improvements into existing and future transit capital projects.

Specific objectives include:

- > Formalizing Metro's approach to implementing Board direction to incorporate FLM project delivery into the planning, design, and construction of all Metro transit projects.
- > Defining Metro's role and responsibility in the planning, design, and implementation of FLM improvements for transit capital projects.

- > Establishing the cooperative terms by which Metro and local jurisdictions will work together during the FLM planning and design process.
- > Identifying how the FLM planning and design process is integrated in the transit corridor project planning and design process.
- > Defining the approach to funding and implementing FLM projects identified during the planning and design process.

C. Integration with Transit Projects

To reach its goal, the Guidelines serve as a roadmap for Metro project managers and external agencies. It outlines applicable transit projects, the footprint for FLM improvements, and the FLM project development process, including the roles, responsibilities, and required coordination among Metro departments, external agencies, and other stakeholders.

Applicable Transit Projects

Board Motion 14.1 states that FLM planning is to be integrated in "all Metro transit projects." The Guidelines define applicable Metro transit projects as:

- > Core Capacity Improvement projects, including:
 - New or replacement transit stations (e.g. Orange (G Line) Sepulveda Station)
- > Transit Fixed Guideway projects including:
 - Extensions of existing rail lines (e.g. Eastside Transit Corridor Phase 2)
 - New rail lines (e.g. East San Fernando Valley Transit Corridor, Crenshaw/LAX Transit Corridor, West Santa Ana Branch). A table in Appendix G shows FLM program commitments and applicability for each transit project.

- > Transit Fixed Guideway or Corridor-based bus projects, including:
 - BRT projects (e.g. North Hollywood to Pasadena Transit Corridor). Specific obligations and terms for FLM implementation related to BRT projects are discussed in Chapter 3 of this document¹.

Policy Context

The Board established a vision for enhanced station access and safety by enacting FLM policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide.

¹ 3% contribution is only applicable to new fixed guideway rail projects.

Motion 14.1 calls for Metro to:

Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project.

Box 1: First/Last Mile Planning Experience To-Date

Since the 2016 FLM Board motions, Metro staff, working together with local jurisdictions, has undertaken a substantial body of work to advance the FLM program. This includes the completion and adoption of FLM plans for new transit projects, as well as existing and under-construction stations. These are listed below, noting highlights and three key takeaways:

- > **Blue (A Line) First/Last Mile Plan** (adopted April 2018, 22 stations)
- > **Inglewood First/Last Mile Plan** (adopted February 2019, 4 stations)
- > **Foothill Gold (L Line) Extension Phase 2B First/Last Mile Plan** (adopted June 2019, 5 stations)
- > **Aviation/96th (Airport Metro Connector) First/Last Mile Plan** (adopted June 2019, 1 station)
- > **Purple (D Line) Extension Sections 2 and 3 First/Last Mile Plan** (adopted May 2020, 4 stations)
- > **East San Fernando Valley Corridor Project First/Last Mile Plan** (adopted December 2020, 14 stations)
- > **Orange (G Line) Sepulveda Station First/Last Mile Plan** (adopted February 2021, 1 station)
- > **Purple (D Line) Extension Section 1 First/Last Mile Plan** (in progress, 3 stations)

Community Engagement: Metro has engaged Community Based Organizations (CBOs) on the Blue (A Line), Foothill Gold (L Line), East San Fernando Valley, and Purple (D Line) Extension Section 1 FLM projects. These partnerships have served as opportunities for Metro to pilot techniques being developed for the agency-wide CBO strategy. FLM staff's growing body of experience with CBOs has highlighted the importance of integrating grassroots community engagement in the FLM planning process. CBO collaboration has helped reach core transit-dependent riders, who are often low-income and people of color who traditionally, have not had access to meaningfully engage in Metro planning processes, and revealed that FLM infrastructure (streets and sidewalks) are deeply valued at a very local scale.

Prioritization of Improvements: Metro's initial round of FLM projects has highlighted the complexity and cost of delivering the envisioned full FLM plans for transit stations. Each station area plan within the transit project boundary should be viewed on its own as a medium-to-large-scale active transportation project. Depending on existing conditions, the expected ridership of a station, and the density of the street network, among other factors, early FLM plans estimated the cost to deliver FLM improvements to be as high as \$30 million per station. As a result, more recent plans and the Guidelines suggest focusing on high priority improvements on primary access routes.

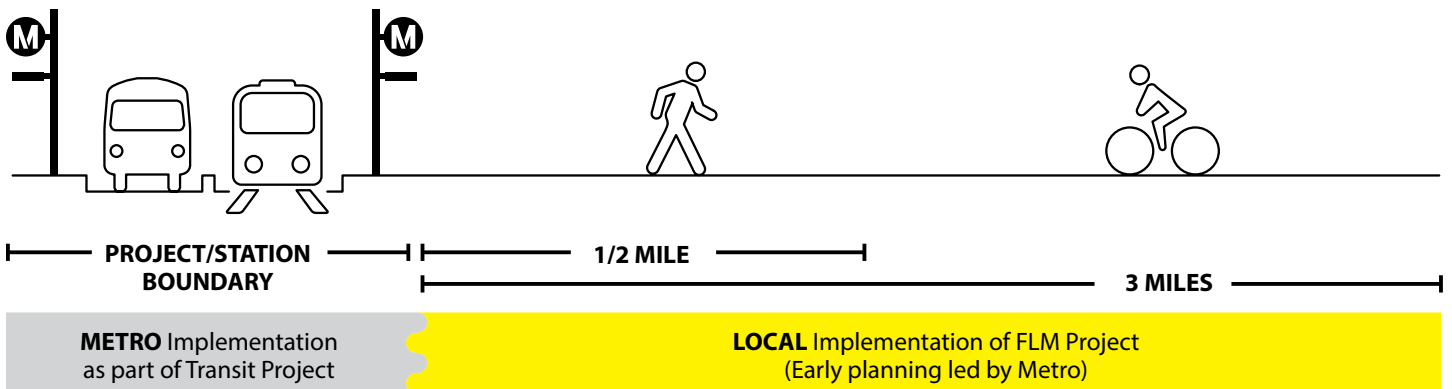
The Guidelines and the Board’s FLM vision are contextualized by the 2014 First/Last Mile Strategic Plan, as well as other Metro policies and plans, including the Transit Oriented Communities (TOC) Policy and Implementation Plan. Metro’s TOC Policy sets the direction for how Metro plans and implements new and existing transit corridor projects. The five goals of the TOC Policy aim to:

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture value created by transit

These goals provide a framework within which FLM planning may be incorporated for transit corridor projects. Other relevant Metro policies and plans include the Transit Supportive Planning Toolkit, the Vision 2028 Strategic Plan, the Equity Framework and Platform, the Active Transportation Strategic Plan, the TOC Implementation Plan, and the Metro Transfers Design Guide. More information about these policies and plans is available in Appendix A.

Footprint for FLM Improvements

Most FLM improvements are located on property/land controlled by local jurisdictions, not Metro. This is because FLM improvements are planned outside Metro’s transit project boundary, but within a half-mile radial distance centered around a transit station. Sometimes this radial distance extends to three miles for bicyclists or other wheeled active transportation users as illustrated in Figure 1-2.



* NOT TO SCALE

Figure 1-2: Site Definition and Project Boundary

However, Metro historically is responsible for the design and implementation of FLM improvements within the transit project boundary, which is intended to house Metro station plazas and construction staging. There are a variety of FLM improvements that would fall within this boundary including, but not limited to, signage, lighting, and sidewalks. The Guidelines describe Metro’s responsibility to deliver these FLM improvements within the transit project boundary and the application of Board policy that these elements not be subject to reduction or elimination through value engineering.

Importantly, Metro and local jurisdictions must coordinate and align FLM projects outside of the transit project boundary to ensure the core goals of FLM are met and transit riders experience benefit. For example, the pedestrian travel paths to station portal entrances (within Metro’s transit project boundary) should align with crosswalk and sidewalk improvements delivered by local jurisdictions.

Overview of the First/Last Mile Project Development Process

The Guidelines approach the development of FLM improvements as parallel, complementary projects that are coordinated with transit project delivery at key, identified touchpoints. Metro launches FLM planning work in coordination with the larger transit corridor project. Subsequently, Metro hands-off the FLM planning process to local jurisdictions for completion of design, construction, and maintenance. Local jurisdictions are able to count FLM investments toward the Measure M 3% contribution requirement for rail transit projects, and the facilitation of FLM delivery through this 3% mechanism is a key focus of the Guidelines.

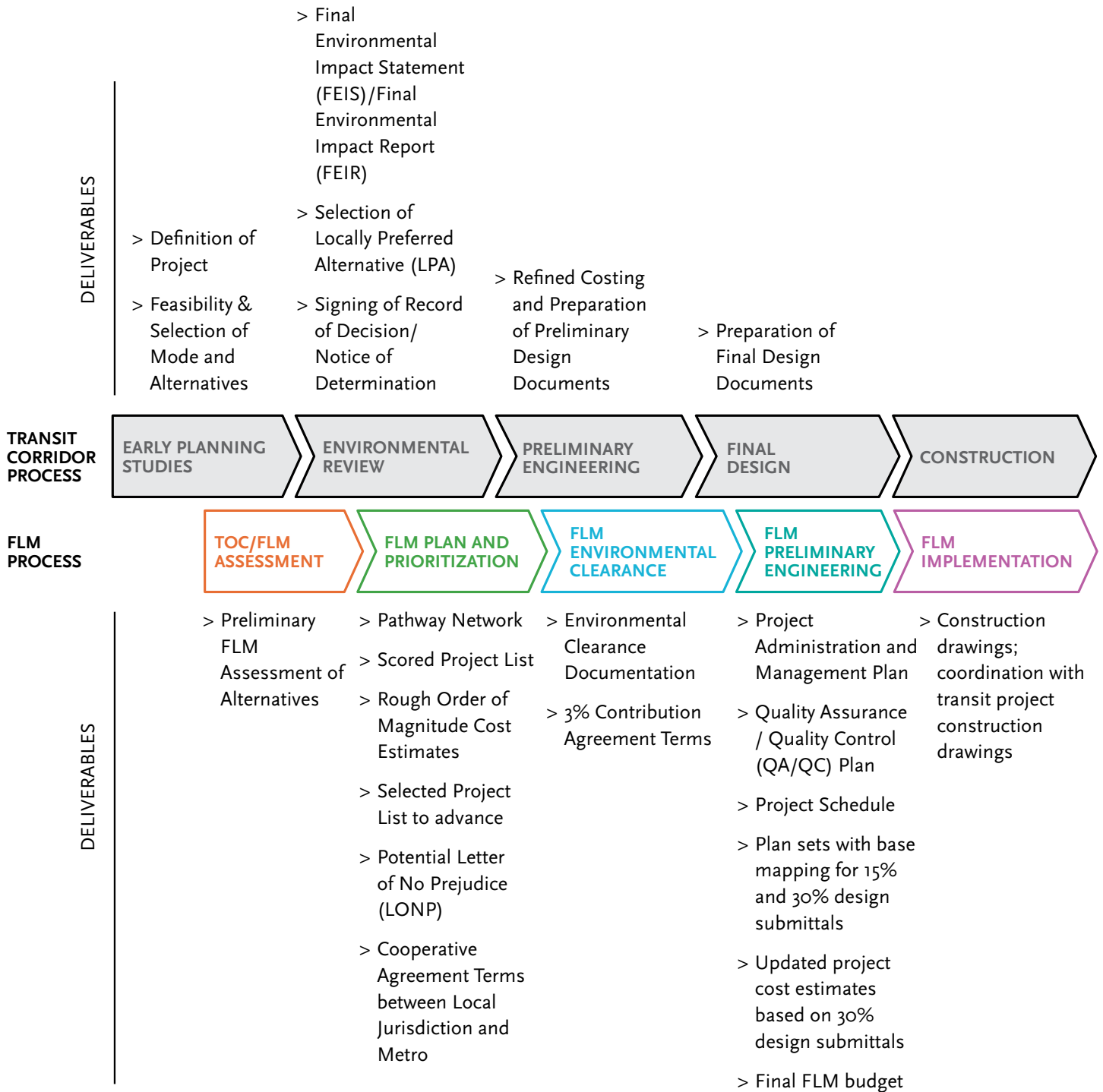


Figure 1-3: FLM and Transit Corridor Project Delivery Phases Comparison

While a preliminary FLM assessment should be conducted during a transit corridor’s early planning/alternatives analysis and environmental clearance, the formal FLM planning typically begins in earnest upon selection of a Locally Preferred Alternative (LPA) for the transit corridor.

The Guidelines are organized according to the phases of FLM project development: planning, environmental clearance, preliminary engineering, and implementation. They reference when and how the FLM planning integrates with the transit corridor’s planning and construction. Figure 1-3 outlines the alignment of and key deliverables associated with the transit corridor and FLM project development processes, and thus, the organization of the Guidelines. Each FLM development phase culminates in a set of products and critical actions. These critical actions, such as agreement between Metro and local agencies on cooperative terms at the conclusion of the Planning phase, are necessary to proceed to ensuing phases of work.

D. Who Should Use the Guidelines

FLM planning is an inherently collaborative, cross-jurisdictional, and nuanced process. Thus, the Guidelines serve a variety of audiences, outlined below, from transportation planners working on Metro projects to community groups seeking to advocate for and engage with communities.

- > **Planners** – Urban and transportation planners working for Metro and local jurisdictions can use the Guidelines to streamline the incorporation of FLM planning into transportation projects. In particular, planners working for other agencies and local jurisdictions can use the Guidelines to better synchronize independent development of active transportation projects with adjacent or nearby Metro projects.
- > **Policy Makers** – Policy makers can reference the Guidelines to determine how to coordinate their local and regional policies with Metro’s. Similarly, the Guidelines can be used to facilitate the adoption of local or regional FLM policies.
- > **Local Jurisdictions** – As partners in the funding and delivery of transit projects, as well as the agencies leading implementation of many FLM improvements, local jurisdictions will need to comply with Metro requirements to receive technical and grant writing support from the agency.
- > **Consultants** – Transit agencies and local jurisdictions employ consultant teams to augment their in-house staffing and capabilities. The Guidelines can familiarize consultants with Metro policy and reduce uncertainty about the planning processes related to FLM.

- > **Community Based Organizations (CBOs)**– As experts with unique and granular knowledge of local conditions and needs, these organizations are encouraged to be involved in the FLM planning process, particularly in community engagement efforts and in the identification of FLM access routes and improvements.

- > **Community Members** – Community input is vital to FLM project success. As everyday users of streets, sidewalks, and infrastructure in station areas, community members can provide relevant insights to challenges, opportunities, and safety concerns related to FLM mobility.

Roles and Responsibilities

Metro’s core function in FLM implementation is to oversee the planning and development of FLM projects, in partnership with local jurisdictions, that will then be handed off to the local jurisdictions to design and implement. Additionally, Metro is responsible for coordinating FLM functions with the transit project, including delivery of FLM components within the footprint of transit stations. The FLM planning and project development process requires leadership and participation from a range of Metro departments including Metro Countywide Planning and Development – First/Last Mile Team (Metro FLM Team) and Mobility Corridors Team (Metro Mobility Corridors Team); Metro Program Management; Metro Community Relations; and Metro Arts & Design.

FLM improvements are intended to be constructed and maintained by local jurisdictions, therefore it is important that local jurisdiction staff are involved in the FLM planning led by Metro. Generally, the following local departments are anticipated to participate: Planning, Public Works/ Engineering, Transportation, Street Lighting, Cultural Affairs, and City Manager.

Metro partners with local CBOs to engage the community and transit riders on their needs and interests related to FLM improvements. CBOs are most commonly involved in the FLM planning process, focusing on enhancing community engagement efforts led by Metro and its consultant teams.

Roles, timing, and level of participation from these different stakeholders are explained in the Guidelines’ description of each project development phase. The table in Appendix C summarizes the roles during each FLM project development phase.

2 PROJECT DEVELOPMENT PHASES

This section outlines the critical path for FLM activities at each stage of project development: Planning, Environmental Clearance, Preliminary Engineering, and Implementation. Each project stage outlines the FLM scope of work, along with the roles and responsibilities for Metro, local jurisdictions, and other key stakeholders.

FLM project development coordinates with and occurs in parallel to transit project delivery. The following sections also describe when and how FLM activities integrate with the Metro transit corridor planning phases described in the Guidelines' introduction.

A. First/Last Mile Planning (Lead: Metro FLM)

Led by Metro, the FLM planning phase is based on a methodology established in the First/Last Mile Strategic Plan and subsequent experience with the methodology's implementation. In addition, a 2020 First/Last Mile Methodology Update (see Appendix F) provides up-to-date refinements of the approach. While a preliminary FLM assessment should be conducted during the transit corridor's early planning/alternatives analysis and environmental analysis phases (see Box 2), **the formal FLM planning begins in earnest upon selection of an LPA for the transit corridor.**

FLM planning steps are described below along with roles for Metro and its external partners. It is followed by a section explaining how a subset of projects are selected to advance to the next project development phases. The section concludes with a summary of key work products and critical questions to ask before continuing to FLM environmental clearance and preliminary engineering.

Box 2: Preliminary Transit Oriented Communities - First/Last Mile Assessment

The transit corridor's early planning work should include a high-level, preliminary TOC-FLM assessment which can inform alignment screening. This early assessment of FLM conditions should inform the preparation of the draft EIS/EIR for the transit corridor. TOC-FLM preliminary assessments should be scoped and developed in consultation between the Metro Mobility Corridors and Metro FLM Teams. Two recent transit corridors undertook a preliminary TOC-FLM assessment and are described with key takeaways below.

- > **Eastside Transit Corridor Project** – The preliminary FLM assessment evaluated both qualitative and quantitative factors of potential station areas including street networks at station locations, specifically intersection density, the quality of sidewalks, crosswalks, street furniture amenities such as lighting and bus shelters, pedestrian and bicycle safety statistics, and existing and planned active transportation infrastructure. The assessment scored each factor on a scale of 1 to 3 for each station area, which resulted in a total score for each alignment option, supported by narrative discussion. The character of the alignment options were very different, which resulted in notable differences in FLM scores especially as one alignment option would run along a freeway. The preliminary FLM assessment helped inform the elimination of one alignment from the project scope. <https://www.metro.net/projects/eastside/goldline-eastside-access/>
- > **Crenshaw Northern Extension Project** – The preliminary FLM assessment evaluated and scored station areas based on qualitative and quantitative criteria, similar to those used for the Eastside Gold Line but with some variation due to differing physical urban conditions and connectivity needs and resulting in the use of a different scoring system. The existing conditions in the project study area are similar among the alignment options, resulting in smaller deviations in the total FLM score for each alignment. This assessment helped identify the range of FLM issues for the project and the magnitude of FLM improvements that are likely needed in future phases. <https://www.metro.net/projects/crenshaw-northern-extension/>

I. Planning Steps

Upon selection of an LPA, or when the number of stations and their locations are otherwise determined, the FLM planning begins to conduct the following steps:

1. **Existing Conditions Analysis**
2. **Technical Walk Audit**
3. **Draft Pathway Network**
4. **Community Engagement (occurs at multiple points)**
5. **Final Pathway Network and Project Ideas**
6. **Project Scoring and Cost Estimates**

Typically, this work occurs during environmental clearance for the transit project concurrent with the completion of the Final Environmental Impact Report (FEIR), working with a FLM consultant team assigned to the transit project.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. Definitions of these roles include the following:

- > Lead: The Metro department or local jurisdiction that is responsible for preparing the product in this phase
- > Support: Metro department(s) or local jurisdiction(s) that contribute staff time and effort to preparing the activity, writing portions of reports or documents, or other similar contributions to the product in this phase
- > Participation: Metro department(s), local jurisdiction(s), and other community stakeholders that participate in this phase by attending activities and/or reviewing work products

For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan and completed FLM Plans online, along with the 2020 First/Last Mile Methodology Update in Appendix F.

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step of the FLM planning process after the LPA of a transit corridor has been selected. The objective of the analysis is to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Lessons Learned: Project engineering/design drawings for the transit corridor - at whatever level of detail is available - should

be shared with the FLM Team to ensure that the resulting FLM projects are consistent with the corridor project at the time the FLM Plan is developed. For example, drawings that show the location of station entrances are of particular importance for the development of the FLM improvements and should be communicated with the FLM consultant at this beginning step. To ensure consistency with local efforts, local jurisdictions should provide all relevant plans and projects during this step.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team and local jurisdiction(s)

2. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground, experiential knowledge about the station area. Walk audits are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Lessons Learned: Walk audits should be conducted at different times and days of the week, with a focus on peak travel times and potentially after dark. Additionally, it is helpful to have local jurisdiction staff participate in the walk audit because of their granular knowledge about how the community utilizes the area. Other key aspects of walk audits, such as team size, whether pre-set routes are assigned, and the potential to conduct audits using multiple mobility devices (e.g. bicycles, wheelchairs, and scooters) are to be determined based on consultation between the FLM Team lead and other team members.

Roles:

- > Lead: Metro FLM Team (with FLM consultant team part of the transit corridor project team)
- > Support: Metro Mobility Corridors Team; Metro Community Relations
- > Participation: Local jurisdiction(s) and CBOs, depending on project needs

3. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing conditions and facilities, and data collected during the walk audits. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Lessons Learned: Once drafted and prior to the community engagement activities (see next step below), local jurisdictions and the CBO partner should review and provide comments on the Pathway Network.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Metro Mobility Corridors Team, Local Jurisdiction(s), and CBOs

Box 3: Consultant Contracting, Team Composition, and Management

Collaboration is needed among Metro teams to help guide the consultant's work efforts and deliverables. This collaboration starts when a scope of work is developed and continues through the duration of the contract. The development of a FLM plan is typically part of the scope of work for the environmental consultant selected for the transit corridor project, noting that FLM projects will be environmentally cleared separately from the corridor project as described in Section 2B. This approach allows for consolidation of the contracting process and ensures that the FLM planning schedule will align with the schedule for the transit corridor project.

The Metro Countywide Planning & Development - FLM Team lead for the project will coordinate with the Mobility Corridors Project Manager on scope language and the anticipated budget. Upon procurement, the Mobility Corridors Project Manager is responsible for the entirety of transit corridor contracted work, but the FLM Team will provide an assigned staff lead to the project to substantially guide and co-lead the FLM planning tasks. The Community Relations Team leads outreach efforts for the transit corridor planning studies often under a separate outreach-specific contract. The Community Relations Team partners with the FLM Team on community engagement for the FLM plan and the contracting model varies. A key distinction is that community engagement, primarily informed by CBOs and supported by the local jurisdiction, would be an integral part of the technical FLM planning work. Metro is preparing an agency-wide CBO partnering strategy, which will provide further guidance on CBO engagement.

As of the writing of these guidelines, a few models have been deployed to collaborate and manage consultant teams. No one approach has been decided, however, a few important lessons have been learned, resulting in the following recommendations:

- > Specify the desired composition of the consultant team in the scope of work (e.g. including a consultant with expertise in FLM/active transportation network planning or design).
- > Prior to consultants beginning FLM work, discuss the approach to FLM and tailor it to the corridor's unique needs, establish expectations on level of effort, and discuss if and how the work will be shared with CBOs.
- > Define the approach and coordination process with local jurisdictions and what roles and responsibilities the consultant team will have versus Metro staff.
- > Ensure direct communication between Metro's FLM Team and the FLM consultant, which may be a subconsultant under the early planning or environmental clearance contracts.
- > Hold regular meetings specific to FLM planning with key Metro departments - Mobility Corridors, FLM, Community Relations, Construction Relations, Marketing, and Design Studio - and consultant team members to surface issues of communal interest.

4. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of community engagement methods including workshops, stakeholder interviews, walk-audits, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to bring general awareness of FLM issues to communities. These outreach activities need to be coordinated with the overall community engagement approach (led by Community Relations) for the transit corridor project to align project messaging to community and stakeholder groups. FLM improvements provide an opportunity to build good will with the community and support for the overall transit project.

Lessons Learned: Many specific lessons about community engagement and partnering with CBOs have been documented in past FLM plans. Importantly, the approach to community engagement (i.e. engagement format, materials, location, languages, methods, etc.) should be a collaboration among the Metro FLM Team, the Metro Community Relations Team, and partner CBOs. To support the FLM Team's community engagement activities, Metro Community Relations helps to develop and manage stakeholder contact lists and promotional materials; it may also serve as frontline communication with political offices and other local stakeholders. Partner CBOs support outreach strategy and participant recruitment through their organizing expertise and knowledge of local networks. To date, FLM planning efforts have generally been organized around a two-stage community engagement effort. The first stage involves outreach to community stakeholders through one-on-one meetings and conversations, inviting them to then also participate in the walk audits. The second stage focuses on pop-up workshops in the local community to broaden opportunities for public input. This process should be reviewed and refined on a project-by-project basis. For examples of community engagement models from past FLM plans, see Appendix D.

As described in Box 3, local jurisdictions should decide to what extent they will be involved in the engagement, from publicizing the event (less involved) to co-presenting information (highly involved). FLM terminology, graphic representation of FLM ideas, and community presentations should be discussed early with the contractor, as well as core Metro departments to make sure materials are easy-to-read for the general public.

Roles:

- > Lead: Metro FLM and Community Relations Teams
- > Support: Metro FLM Team or Community Relations, depending on project needs, and CBOs
- > Participation: Local Jurisdiction(s), CBOs, and general public

5. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Lessons Learned: Including documentation on the origin of individual projects allows decision makers and the community to clearly understand how a given improvement originated. For example, past plans have documented whether an idea was proposed by the project team following the walk audits, requested by a community member, or recommended in a current local plan.

Roles:

- > Lead: Metro FLM Team
- > Support: Metro Mobility Corridors Team
- > Participation: Metro Arts & Design, Local Jurisdiction(s) and CBOs

6. Project Scoring and Cost Estimates

Description: FLM projects included in the Pathway Network are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables is provided below in Figures 2-1 and 2-2 from the Purple (D Line) Extension Sections 2&3 FLM Plan.

Individual projects may use different weighting or additional criteria as relevant to the conditions along the study corridor, but each should at a minimum include these larger categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the FLM projects included in the Pathway Networks for each station with input from the local jurisdictions. ROM cost estimates utilize recent unit cost information obtained from Metro Cost Estimating and the respective local jurisdictions where projects are located. These unit costs are then used to develop the ROM costs based on the basic FLM project information available at this stage of project development. This includes general information like the distance of linear improvements (bicycle lanes, new sidewalk) and initial counts for location-specific improvements (street trees, lighting, street furniture).

Lessons Learned: Recent bids for construction projects that local jurisdictions have received, along with the final costs for FLM projects once construction is complete, are helpful to inform the cost estimates for walking and biking infrastructure projects in the respective jurisdiction. Metro Program Management guidance on format and content is typically provided to the consultant by the Metro FLM Team lead. These cost estimates will be refined later in the project development process following 30% Design completion in the preliminary

engineering phase led by local jurisdictions. The Metro FLM Team will also establish a process to collect final cost information for completed projects to better understand final costs and inform the development of future cost estimates.

Roles:

- > Lead: Metro FLM Team
- > Support: N/A
- > Participation: Local Jurisdiction(s) and Metro Program Management

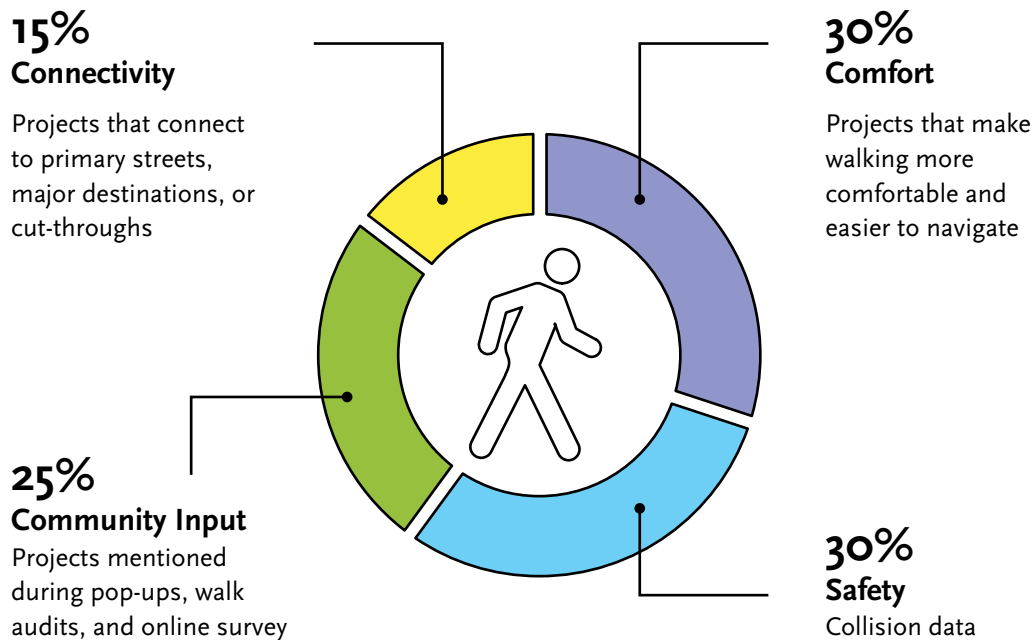


Figure 2-1: Purple (D Line) Sections 2/3 FLM Plan Pedestrian Project Scoring Factors

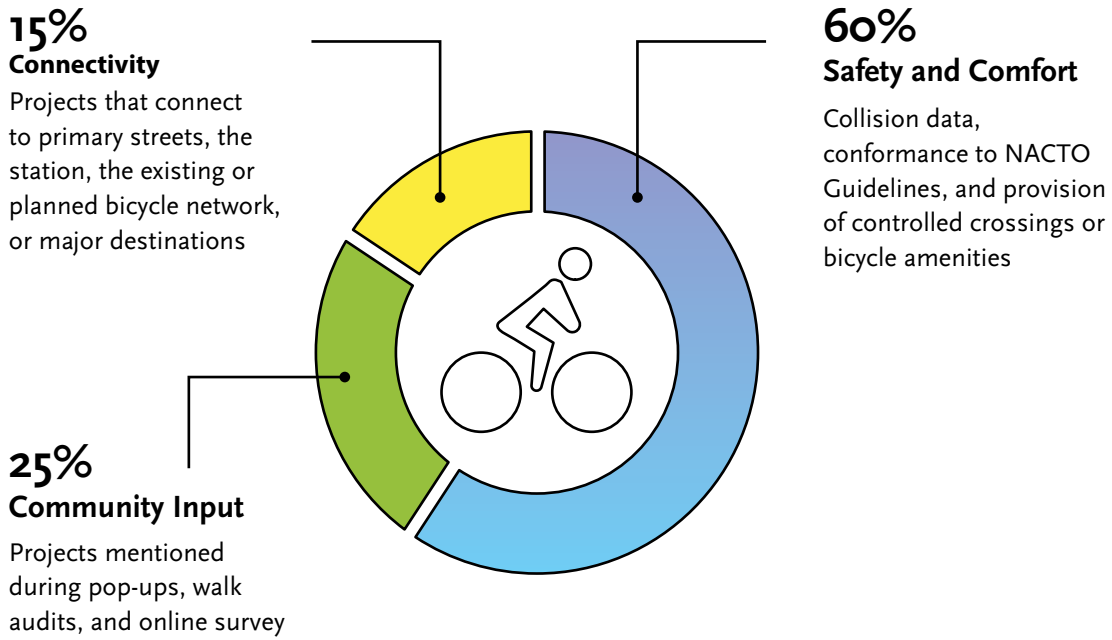


Figure 2-2: Purple (D Line) Sections 2/3 FLM Plan Bicycle Project Scoring Factors

II. Project Prioritization and Selection

Given the menu of projects that emerge from the FLM plan, a narrower set of high priority investments advance to the next stages of preliminary engineering and environmental clearance (if needed). While prioritization can be flexibly applied to account for the specific needs of each project/station, the intent of delineating priority projects is to focus on pedestrian related projects on primary pathways that provide improved safety and accessibility, and bicycle related projects that improve safety and connectivity to the station and the rest of the bicycle route network.

There is a key distinction between projects located within the transit project boundary and those located outside of this area. The FLM Planning effort is focused on identifying and defining FLM projects located outside of the transit project boundary, as illustrated previously in Figure 1-2. Transit project boundary projects typically include the following:

- > Sidewalk improvements and/or additions directly adjacent to the station or providing direct access to the station
- > Lighting and landscaping improvements in the station area, at station access points, and directly adjacent to the station
- > Bike racks and lockers at the transit station, located in Metro right-of-way
- > Pick-up and drop-off areas serving the station
- > Multi-use pathways located parallel to the transit corridor and in Metro right-of-way

Other improvements may also fall into this category, with the general guideline being that these projects are located directly adjacent to the station and/or in Metro right-of-way.

Walk projects in the half-mile radius of the station typically include the following:

- > Sidewalk improvements and/or additions
- > Lighting and landscaping improvements along streets
- > Wayfinding signage directing people to the transit station
- > New and improved crosswalks at street intersections
- > New and improved bus stops
- > Curb extensions at street intersections

Wheel projects in the half-mile or three-mile radius of the station typically include:

- > New or enhanced bicycle lanes
- > New Bicycle Boulevards
- > New multi-use pathways
- > Enhanced intersections for bicycles

Project prioritization and selection advance a list of high priority projects that lie outside the transit project boundary. Qualifying local jurisdictions can implement these in order to help meet their 3% contribution requirement. The list of priority projects is shared with jurisdictions whose feedback can further adjust project selection to account for local

priorities. Furthermore, some projects (e.g. those that are not directly related to safety, accessibility, or that are on secondary walk pathways) may be considered for the prioritized projects list if they demonstrate strong public support through the plan's community engagement process. This flexibility can extend to substituting projects during the preliminary engineering stage should projects be unable to proceed on feasibility or other considerations. Substitute projects should be of the same project type and provide equivalent benefit to the project being replaced. Project partners should therefore also consult with the Metro FLM Project Manager to understand how this step is applied for a given project.

The specific methodology for project prioritization and selection may incorporate elements from the project scoring process described above, again emphasizing safety and accessibility (e.g. improved sidewalks, crosswalks, lighting, and bicycle connections). **Such a methodology has been piloted on past FLM plans and will be further developed and applied across all FLM plans, pending further Board direction.**

III. Key Work Products

The following deliverables, prepared under Metro's lead, are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations within the half-mile radius of the station.
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location).
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples; previous FLM Planning efforts have highlighted the benefit of greater levels of cost certainty for FLM projects. This is particularly valuable for the pursuit of grant funding opportunities or with overly complex corridors or projects.
- > **Prioritized Projects List** – Prioritized and selected projects that have received local jurisdiction concurrence to advance to the next project phase. The prioritized projects list establishes eligible projects for 3% credit and is intended to allow for safe, accessible, and continuous pathways on primary access routes.
- > **Potential Letter of No Prejudice (LONP)** – a LONP is optional and would allow the regional or local jurisdiction to expend its own funds and incur reimbursable expenses prior to actual allocation; it would be possible only after Metro Board adoption of the FLM Plan.

The intent of the FLM Plan is to arrive at a project list that has cleared likely feasibility issues and fatal flaws to project delivery by assessing roadway fit and local street design standards. In order to satisfy this intent, Metro may revisit the scope of planning phase work and products to add more detailed analysis of Plan projects as needed.

IV. Critical Actions

For FLM projects to advance from plan completion to the next phase of preliminary engineering, key questions need to be answered. These questions center around initial written commitment by the jurisdiction for 1) implementation of selected projects in advance of a 3% agreement (negotiated at the conclusion of preliminary engineering), and 2) cooperation and coordination between Metro and local agencies during preliminary engineering.

The criteria below are important for and linked to a major milestone for the transit corridor project: the Life of Project (LOP) budget. Advancing the FLM Prioritized Projects List to the preliminary engineering drawing set and ensuring review and coordination between Metro and the local jurisdiction is necessary so that cost estimates are produced at the same level of detail and at the same time as the preliminary engineering drawings are completed for the new transit corridor project. An adopted FLM plan essentially provides a project list for local jurisdictions to choose from to direct toward their 3% contribution requirement. The 3% agreement is based on the LOP budget and negotiated/executed after the LOP budget is established at the conclusion of preliminary engineering.

In order for FLM to advance to preliminary engineering, the answer to each of these questions should be yes: ✓

- | | | |
|----|--|---|
| 1. | Has the Metro Board approved or adopted the FLM Plan/Prioritized Projects List? | ✓ |
| 2. | Has the local jurisdiction provided preliminary written commitment to design and implement specified improvements from the Prioritized Projects List (see Planning Phase Key Work Products above)? | ✓ |
| 3. | Has Metro Program Management reviewed the FLM Plan and selected projects and determined any effects to the transit project design and to preface the coordination process for future phases? | ✓ |

-
- 4. Has Metro issued a Letter of No Prejudice allowing, with conditions, work in subsequent phases but in advance of a 3% agreement to be credited toward the 3% contribution requirement? (optional, if requested) ✔

 - 5. Has Metro and the local jurisdiction concurred in writing on cooperative terms including the following requirements for the Preliminary Engineering stage? (See Box 6 for full context): ✔
 - > A local jurisdiction point of contact
 - > Commitment of local jurisdiction staff time
 - > A streamlined process for review of 30% design drawings including coordinated cross-team reviews for FLM and transit projects

 - 6. Has there been commitment to design pedestrian and bicycle infrastructure so as to ensure a seamless connection across the transit project boundary? ✔

All the criteria above are necessary for projects proceeding to design to be eligible for 3% contribution. Without these specific terms and concurrences, the local jurisdictions can advance the FLM plan for projects within their right-of-way on their own, managing and funding work to complete preliminary engineering and beyond for construction and implementation of FLM improvements, but would not be able to include FLM improvements within their right-of-way in any 3% agreement.

Although not a requirement to advance FLM projects to the preliminary engineering stage, a critical action at the conclusion of the Planning phase is to ensure that FLM improvements located within the transit project boundary have been integrated into the transit corridor design drawings to be constructed as part of the transit corridor project. Box 7, First/ Last Mile Project Limits, describes the transit project boundary and its interface with FLM projects that extend beyond it. This action should also establish points of coordination and review milestones between the transit project engineering and local, separate FLM design efforts. The remaining phases of FLM project delivery described in Sections 2B, 2C, and 2D provide guidance on delivering FLM projects within the local jurisdiction’s right-of-way and outside of the transit project boundary.

Each FLM plan is a vision for a continuous network of improvements for accessing the transit stations. Local jurisdictions can incorporate FLM project ideas into their respective capital improvement programs, maintenance programs, and/or seek grant funding for implementation. To that end, Metro provides grant writing assistance focused on active transportation funding sources that is competitively available for cities to complete these projects. Box 9 in Section 2D provides more detail on Metro activities and resources to assist in funding and implementation.

B. First/Last Mile Environmental Clearance

(Lead: Local Jurisdiction, Metro may prepare)

Environmental clearance, if needed, for FLM projects can typically begin following the completion of FLM Planning. For more complex FLM projects, environmental clearance may benefit from running concurrently with the FLM Preliminary Engineering effort. As is the case with preliminary engineering, environmental clearance for FLM projects will proceed as a separate effort from the environmental clearance for the corresponding transit corridor project. The actions and work products described in this section apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary.

The local jurisdiction is considered the lead for environmental review, however, if the local jurisdiction requests, Metro may manage the preparation of environmental documentation. In either case, the local jurisdiction would remain the designated lead agency for the environmental document.

This section will discuss how the FLM environmental clearance is sequenced and coordinated with the parallel efforts for the transit corridor project; the approach to preparing separate environmental documents is discussed in more detail. The roles and responsibilities are also discussed.

Because preliminary engineering and environmental clearance can occur in parallel, please refer to the objectives described at the beginning of Section 2C Preliminary Engineering, which also apply to the environmental clearance phase. This section describes the following for environmental clearance:

- > Process and Sequencing
- > Roles and Responsibilities
- > Key work products
- > Critical actions

I. Process and Sequencing

The purpose of the environmental clearance process is to satisfy legal requirements for FLM projects under the California Environmental Quality Act (CEQA). It also provides guidance related to the implementation of transportation projects under recent changes to California state law. The process is designed to ensure consistency across projects and to incorporate lessons from prior projects that will help

streamline future FLM project delivery.

FLM improvements benefit and serve the community as a whole (not just transit users), and they are connected to a larger streetscape with a unique physical context that transcends the transit project itself. Because they lie outside of the immediate station area, FLM improvements are considered separate from the larger transit project, and therefore may require an independent environmental clearance process. There are several justifications for the separate environmental clearance projects:

- > **Separate project footprint** – FLM projects extend beyond the transit project boundary, usually a half-mile from the transit station and in the case of bicycle projects, up to three miles.
- > **Independent utility** – Implementation of the FLM projects is not dependent on the transit corridor project, nor is the transit corridor project dependent on the FLM projects for implementation.
- > **Separate planning efforts** – The planning efforts for transit corridor projects and FLM projects are conducted in parallel, but these are separate processes, with distinct approaches, community engagement efforts, and recommendations.
- > **Separate funding sources** – FLM projects and transit corridor projects are funded separately. Transit corridor projects frequently also have federal funding sources for part of the project cost, requiring clearance under federal environmental regulations. FLM projects are typically funded with local and state sources, therefore only requiring environmental clearance under CEQA guidelines.

How FLM Projects Are Viewed Under CEQA

The local jurisdiction will be the lead agency under CEQA, though Metro can prepare environmental review documentation on a case by case basis. **Most FLM projects are not expected to require environmental clearance at the level of an Environmental Impact Report (EIR), and instead would fall into one of the first two categories described below: categorical exemption or mitigated negative declaration.**

Categorical Exemption (CE) – Classes of projects that generally are not considered to have potential impacts on the environment. These exemptions are identified by the State Resources Agency and are defined in CEQA Guidelines (14 CCR Section 15300-15331). Examples of Categorical Exemptions include Minor Alterations to Land such as “the creation of bicycle lanes on existing rights-of-way” (Section 15304 (h)). It is

anticipated that a vast majority of FLM projects would qualify for a CE. However, each FLM project or projects will require its own environmental review to confirm this assumption. FLM project types that would typically be anticipated to qualify for a CE include the following:

- > Bike lanes striped or installed within existing street right-of-way
- > Pedestrian and bicycle lighting
- > Landscaping and shade
- > Wayfinding signage
- > Improvements to existing sidewalks within existing public right-of-way
- > New and improved crosswalks

Additionally, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

Mitigated Negative Declaration (MND) – An MND is a negative declaration that incorporates revisions (mitigation measures) in the proposed project such that it will avoid or mitigate impacts to a point where clearly no significant impacts on the environment would occur. A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

FLM projects requiring the preparation of an MND would be those with more extensive physical construction that could occur outside of public right-of-way and/or require demolition or removal of existing structures. These types of projects could include:

- > Grade separated pedestrian/bicycle crossings
- > Bicycle lanes or protected bicycle lanes that require street widening

Environmental Impact Report (EIR) – An EIR would be required for FLM projects that result in more substantial construction, require changes to public right-of-way limits, or are adjacent to or impact sensitive resources (natural, historic, cultural). These types of projects could include:

- > New multi-use pathways located within a park, adjacent to flood control channels, or within or adjacent to an active or former railroad corridor
- > New pedestrian/bicycle bridge that may impact visual or natural resources

The discussion above is not intended or anticipated to cover all FLM project types, nor would the projects noted in each list above always qualify for the assigned level of environmental clearance in all cases. Each individual project will need to be evaluated independently based on project-specific conditions.

Application of Local Environmental Standards

State law requires vehicle miles traveled (VMT) as the new standard for identifying and mitigating transportation impacts. Local jurisdictions and agencies are still in the process of implementing the directive, and standards will vary from location to location. If Metro is preparing environmental documents, Metro and its consultant teams will need to identify and confirm that local jurisdictions have updated their guidelines in accordance with state law well in advance of the environmental clearance phase. Where local conditions and requirements vary, the FLM Team will need to obtain any existing study methodology from the local jurisdiction, modify it to the FLM project, and obtain approval that the end result will meet local standards.

II. Roles and Responsibilities

Metro Staff

FLM – If Metro prepares the environmental clearance document, this team will be responsible for managing the process and coordinating it with the design teams and any potential consultant teams. Their responsibilities and time commitment will vary depending on the scope of the project being cleared.

Program Management – Program Management’s primary role is in the successful delivery of capital projects. They may provide review and comment on environmental clearance work products as necessary.

Community Relations – If Metro prepares the environmental clearance document and if community engagement is required (e.g. for an EIR), Metro Community Relations will develop the

outreach strategy for communicating information about the environmental clearance process as part of the project. They will develop public-facing materials in consultation with the Metro FLM and Mobility Corridors teams, as well as outreach consultants.

Other Staff/Stakeholders

Local jurisdiction staff – Depending on roles agreed to on a case by case basis, local jurisdiction staff may manage all work efforts as described above. In the event that Metro prepares environmental review, local staff will provide guidance on local requirements for environmental clearance and review key deliverables. Regardless of who prepares the environmental review, the local jurisdiction will lead this phase and ensure compliance with CEQA guidelines for community communications as well.

Box 4: Legislative Updates to Environmental Standards

Recent changes in California state law may potentially impact FLM projects, the most important of which is the 2018 Senate Bill 743 (§ 15064.3). The bill is of particular interest to transportation project planning, as it required that the Governor’s Office of Planning and Research identify new metrics for identifying and mitigating transportation impacts, and recommended vehicle miles traveled (VMT) as a suitable new metric. Automobile delay and other measures of “congestion” (primarily Level of Service or “LOS”) generally will no longer constitute a significant environmental impact under CEQA. The bill stipulates that:

Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

Metro’s Analysis of VMT Mitigation Pursuant to SB 743 report (February 2018) reviewed the applicability of the new law to several current projects. The Rail to River Active Transportation Corridor was the sole active transportation project analyzed and is the most applicable to FLM planning. The project consists primarily of an active transportation (Walk/Wheel) corridor located on existing underutilized rail right-of-way and connecting multiple existing lines of transit service. Because the Federal Transit Administration (FTA) is the federal lead agency for the project and provided federal grants, the project followed clearance guidelines under the National Environmental Policy Act (NEPA).

The report found no adverse impacts to intersection delay (LOS) at the 25 study intersections analyzed and no VMT changes under the project’s “no build” or “build” scenarios. At approximately 10 miles long, the Rail to River project is likely at the high end of potential scopes of work that would fall under a FLM project designation, but its implementation along existing and unused right of way likely reduced the need for an MND. The analysis completed for the project analyzed 25 study intersections and found no adverse impacts to intersection delay. As a result, the project was environmentally cleared under a Categorical Exemption.

Box 5: 3% Contribution Agreement Necessary Elements

Metro will develop 3% contribution agreements that will establish the 3% contribution amount and identify eligible funding sources (cash, in-kind, ROW, etc.). The 3% agreements and the associated costs are fixed at the completion of the 30% design phase for the transit project. As FLM projects are eligible sources, their inclusion in an agreement would commit delivery of eligible FLM projects. Agreements will allow for projects to be rescoped or substituted with Metro approval. Such projects changes will require the jurisdiction can establish an equivalent benefit and intent for rescoped improvements. All 3% contribution agreements are subject to terms of the Measure M Ordinance and Measure M Guidelines. If FLM projects are to be used toward the 3% contribution, then FLM program requirements in the FLM Guidelines will apply. This Guidelines section recaps applicable Measure M terms and establishes specific program requirements for FLM projects.

Contribution Amount

The amount of the 3% contribution is based on the combined cost estimates of the transit project and of any FLM projects proposed as part of the contribution. Agreements will specify that the local jurisdiction assumes the risk of FLM project cost increases.

Timing

The cost estimates noted above will be established after the projects have reached 30% design, and both a transit project Life of Project budget and an FLM project budget have been adopted by the Metro Board. In the event either the FLM project or the transit project reaches 30% design significantly in advance of the other, an effort will be made to use a comparable basis for the estimates. All such details will be documented in a 3% contribution agreement between Metro and the local jurisdiction, to be negotiated and executed prior to the project beginning construction. With written approval from Metro, a local jurisdiction may advance an eligible FLM project prior to executing a 3% contribution agreement.

Performance and Reporting

The agreement will specify a date (or dates, where jurisdictions rely on multiple sources to fulfill their 3% contribution) by which the 3% contribution must be satisfied. The agreement will also establish record keeping and progress reporting requirements, as applicable.

III. Key Work Products

Clearance Documentation – The majority of FLM projects will be cleared via a Categorical Exemption document—typically a Notice of Exemption (NOE). Notices of Exemption contain specific details about the project location and the nature, purpose, and beneficiaries of the project and specify the legal justification why the project is exempt. Lead agencies are not required to produce a NOE, but consultation with Metro County Counsel and/or local jurisdiction counsel and Community Relations will provide guidance on when a NOE is recommended.

A MND also includes general information about the project location, as well as proposed findings that the project will not have a specific impact on the environment. An initial study that documents findings related to key resource areas provides additional details, and mitigation measures to avoid potentially significant effects are specified in detail.

Materials for Certification – The local jurisdiction, or Metro, will prepare the appropriate materials for review and certification by the governing body of the local jurisdiction. The materials will depend on the level of effort and scope of the project. The purpose of local action is to publicly communicate the results of the environmental process, provide an additional input method for the local governing body, certify/adopt the results, ensure that local jurisdictions have met matching requirements and publicly support the project, and approve funding for the next phase of the project.

IV. Critical Actions

Because preliminary engineering and environmental clearance can occur in parallel and are required precursors to FLM project implementation, the critical actions below encompass both. In order to move to the next phase of the project, the following thresholds must be met:

- > Local jurisdiction governing body certification of environmental documents if required
- > Local jurisdiction commitment to direct 3% contribution to specific FLM projects, noting 3% agreement process and necessary elements described further in Box 5
- > FLM improvements budget for committed 3% projects, based on refined project costing developed through preliminary engineering

C. First/Last Mile Preliminary Engineering

(Lead: Local Jurisdiction)

Following completion of the FLM planning phase and environmental clearance, the selected FLM projects for each station area will proceed to Preliminary Engineering, resulting in the production of 30%-level design drawings. The actions and work products described in this section would be initiated and prepared by the local jurisdiction and apply only to FLM projects located in local jurisdiction right-of-way outside of the transit project boundary. These projects qualify for funding through the 3% contribution agreement and the local jurisdiction may be eligible to receive a LONP from Metro. More detail regarding the scope of this agreement can be found in Box 5.

It is anticipated that the environmental clearance of majority of FLM projects would involve categorical exemptions, as discussed in Section 2B, which would occur following the completion of FLM Planning. Environmental clearance for more complex FLM projects, if needed, would take place concurrently with preliminary engineering, which will inform the preparation of the environmental document. As noted above, many FLM projects are anticipated to be statutorily exempt from CEQA under Senate Bill 288. Beginning January 1, 2021, SB 288 establishes statutory exemptions from CEQA for public transit, bicycle, and pedestrian enhancement projects that significantly enhance service quality, enhance access to transit, reduce pollution, and improve the safety of streets.

This section describes:

- > Objectives
- > Process and Sequencing
- > Roles and responsibilities
- > Key work products

I. Objectives

The preliminary engineering phase is intended to achieve the following objectives:

- > **Provide an increased level of confidence in cost estimates** – The FLM planning efforts include the development of conceptual-level cost estimates for FLM projects. Advancing the selected FLM projects through preliminary engineering allows for more detailed cost estimates to be prepared, which provides a higher level of confidence in the magnitude of cost for implementation.

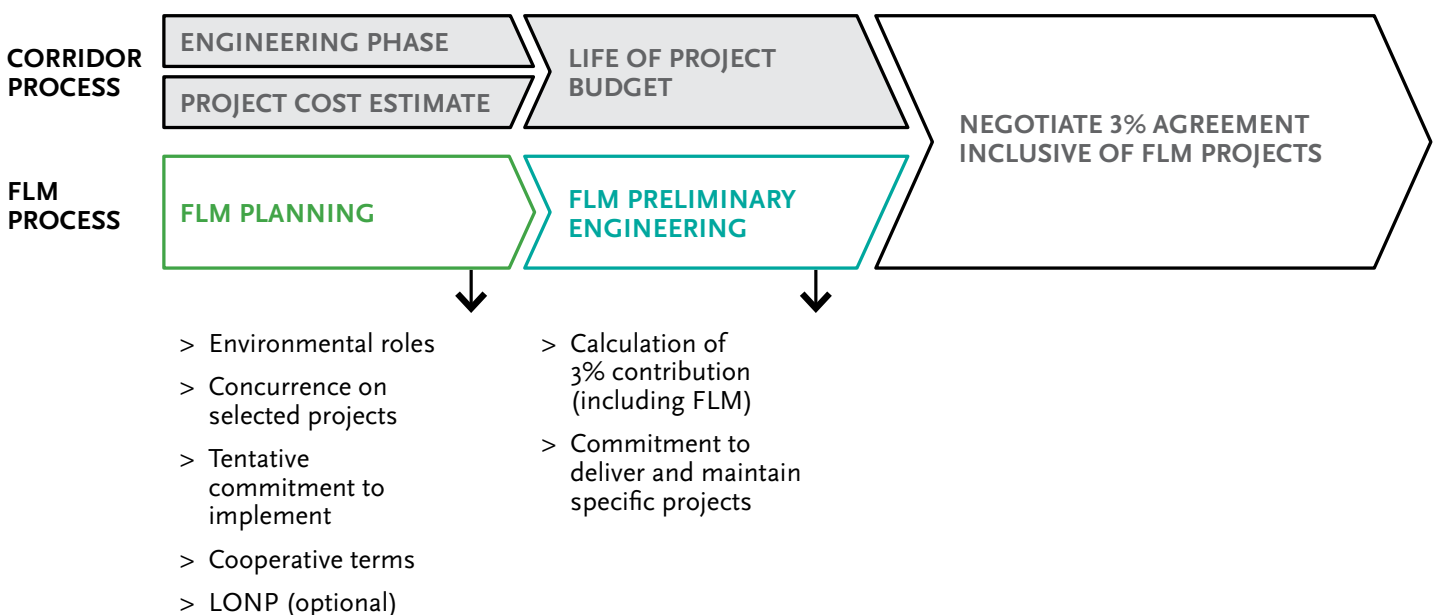


Figure 2-3: Critical Path to 3% Agreement

Box 6: Cooperative Agreement Terms Between Local Jurisdiction and Metro

Prior to initiating the Preliminary Engineering phase, Metro and the local jurisdiction will enter into a cooperative agreement, the key elements of which include the following:

- > **Local jurisdiction agreement to deliver specified projects.** These projects will be from the “Prioritized Projects” identified in the Metro Board-adopted FLM Plan. The projects, however, may be further conditioned on unforeseen factors at the time of Plan adoption, including a lack of feasibility determined upon additional design work. Substitute projects must also be among “Prioritized Projects” from the FLM Plan and will require written concurrence from Metro.
- > **Local jurisdiction responsibility for design, construction, and maintenance of all FLM projects.** Related expenditures to design FLM projects for non-BRT transit corridor projects in advance of the 3% contribution agreement can be credited toward fulfilling 3% contribution obligation. For this to occur, the local jurisdiction must request, and Metro must provide, a Letter of No Prejudice (LONP) concurrent with the cooperative agreement. The LONP will include reasonable terms to ensure adherence to a scope of work for advancing specified projects.
- > **Metro review and comment on draft design products.** This activity will happen at 15% and 30% design milestones. These reviews will include an agreed-upon comment resolution process negotiated between Metro and the local jurisdiction prior to the start of preliminary engineering. This process would include a schedule and comment log managed by the designated local jurisdiction liaison. Review by Metro Program Management will ensure that pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.
- > **Metro review of project costing.** This activity will happen at the completion of the preliminary engineering phase in advance of Metro Board adoption of an FLM project budget. It will include sharing and review of the costing approach and built-in assumptions. Metro must concur on project costs developed through the preliminary engineering process for facilitation of the 3% contribution agreements.

- > **Local jurisdiction and Metro coordination for a seamless transit project interface.** Both parties will agree upon a process for review of the interface between FLM projects and the transit project. This is to ensure a better user (pedestrian/bicyclist) experience.
- > **Timeliness.** Ideally, FLM preliminary engineering will conclude at or near the same time as transit project preliminary engineering. To support this goal, the cooperative agreement will specify a schedule and allow Metro to ultimately disallow 3% match credit in the event of severe delay. Metro will allow flexibility for reasonable delays.
- > **Designation of responsibility for environmental review.** The cooperative terms will specify which entity will prepare environmental review as described below. If Metro prepares environmental clearance, the local jurisdiction will need to provide project descriptions, and careful coordination will be required.

- > **Finalize eligibility for 3% contribution** – Increasing confidence in cost estimates for both Metro and local jurisdictions will provide a foundation for negotiations on the local jurisdiction’s 3% contribution per Measure M Guidelines. As 3% arrangements are finalized, Metro will require compliance with program terms as described in the Guidelines. Note that each jurisdiction’s ability to meet the 3% requirement through FLM implementation should include FLM high priority projects (focused on safety and accessibility), as selected in the FLM plan. This step is intended to culminate in Metro Board approval of project costs eligible for the 3% contribution, and serves as the FLM equivalent of establishing a LOP budget for a transit corridor project. Note that in the event of a change in FLM project feasibility or scope change, the project will still be eligible for the 3% contribution if the project is replaced with another project with the same objectives. If the project is abandoned entirely without replacement, then the costs incurred will not be eligible for use toward the 3% contribution.
 - > **Refine and advance project details and reach greater assurance of deliverability** – The preliminary engineering design process should reveal challenges and identify design solutions to deliver projects that are feasible from an engineering and constructibility point of view, thereby reducing risk for cities to implement these projects.
 - > **Improve opportunities for obtaining grant funding for project implementation** – Advancing FLM projects through preliminary engineering and environmental clearance, if required, will assist local jurisdictions in the pursuit of local, state, and federal grant funding opportunities for those projects that are not funded through a jurisdiction’s 3% contribution. Many grant programs require that projects applying for funding be “shovel ready,” with key preliminary work efforts such as environmental clearance completed. Advancing the selected FLM projects in each station area to this level increases the likelihood that these projects will be eligible for a range of available grant funding programs.
 - > Timeline for completion of the FLM Preliminary Engineering work efforts by the local jurisdiction – It is anticipated that the timing for completion of FLM Preliminary Engineering would vary on a station-by-station basis, based on FLM project prioritization, local jurisdiction capacity, and funding availability. Metro and the local jurisdiction will negotiate and agree to a proposed timeline for FLM Preliminary Engineering based on these factors prior to the initiation of work (see Box 6 for details regarding the cooperative agreement).
 - > Consistency between the preliminary engineering designs and the adopted FLM Plan and Pathway Network projects - Metro and local jurisdiction will agree to defined review opportunities for Metro during the FLM Preliminary Engineering process. All FLM Preliminary Engineering designs will follow local jurisdiction design standards, since these improvements would occur within local jurisdiction right-of-way.
 - > Cost reimbursement and cost sharing - Where appropriate, coop agreements will include cost sharing arrangements for inter-agency reviews.
- To facilitate this coordination and review process, a local liaison to Metro from the local jurisdiction would be designated. The local jurisdiction liaison would have the ability to facilitate contacts and ensure that design drawings are made available for review by Metro at the designated time periods to ensure alignment with the transit corridor project. The local jurisdiction liaison would be responsible for monitoring the preliminary engineering design schedule and comment log for the review process based on coordination with the local jurisdiction’s internal departments and Metro. Appendix C provides more detail on the roles and responsibilities through each phase of the FLM process.

II. Process and Sequencing

Preliminary engineering for FLM projects will be led by local agencies and will proceed separately from the preliminary engineering effort undertaken for the transit corridor project. These separate design processes may proceed at different paces and/or the initiation of design may occur at different times for different transit corridor projects. However, both should be coordinated by sharing plans, CAD files, station designs, and improvements to ensure consistency and timeliness. The local jurisdiction and Metro will coordinate on FLM Preliminary Engineering led by the local jurisdiction. The key elements of this coordination involve the following:

III. Roles and Responsibilities

The key players involved in preliminary engineering are local jurisdictions, Metro staff, and other stakeholders including Community-Based Organizations. The local jurisdiction will manage and oversee a consultant selected to complete preliminary engineering, which may be funded by the various funding mechanisms described in Box 9.

Local jurisdictions will lead the FLM Preliminary Engineering work providing consistent practice with local active transportation and streetscape project delivery. This locally led work will require close coordination with Metro in order to arrive at refined project costing concurrence to facilitate 3% contribution agreements, and to facilitate an effective interface with transit station(s) delivered as part of the transit project.

Box 7: First/Last Mile Project Limits

FLM planning efforts are focused on the half-mile radius around each transit station for walking and wheel projects and may for special cases extend out to a three-mile radius for wheel projects, consistent with Federal Transit Administration guidelines for station access sheds by mode.

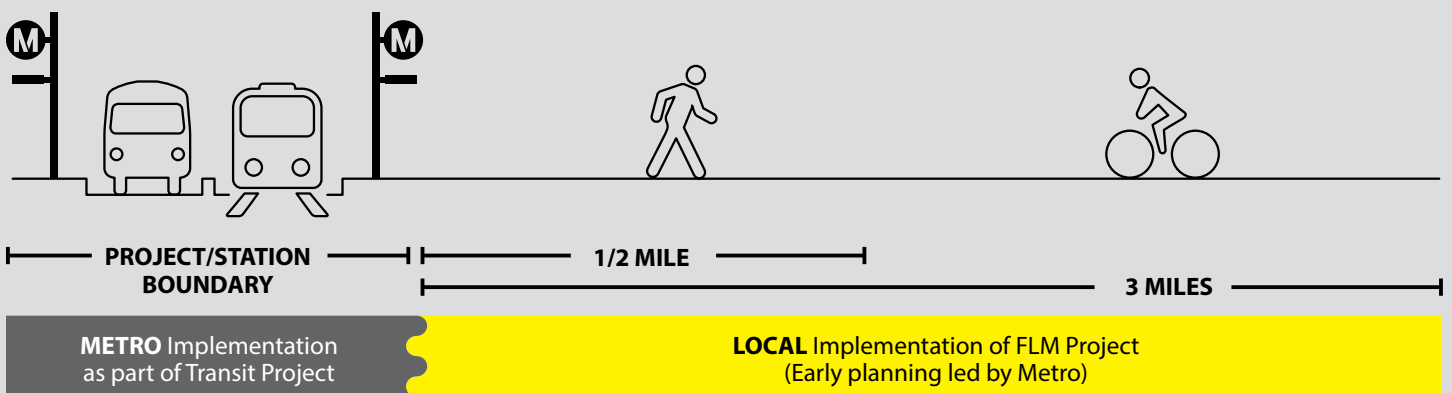
The transit project boundary is intended to house the Metro station, station plazas, and construction staging. All elements inside the transit project boundary are considered part of the transit project and delivery of these elements are Metro’s responsibility. All improvements outside the boundary are considered FLM projects for local delivery. FLM Planning may result in identified FLM project needs within project boundaries, e.g. multi-use pathways along Metro ROW. These would be considered as FLM projects in limited circumstances where they do not impair feasibility of the transit project, and where local agencies and Metro specifically agree on approach for funding, delivery and maintenance. Common transit project/station elements (e.g. bike parking) that serve an FLM related function are delivered by Metro according to existing practice and are not considered local FLM projects for purpose of these Guidelines.

In these cases where streetscape and related improvements occur within the transit project boundary, the FLM 30% design effort will need to be closely coordinated with the transit corridor project 30% design effort to ensure that FLM design elements are seamless across the transit project boundary. The

FLM 30% design effort for walking projects would focus on the project limits located between the transit project boundary and a half-mile from the stations.

Coordination should include meetings between the transit corridor design/build contractor and the FLM 30% design team at major design milestones - 15% and 30% design - to ensure improvements are timely and aligned. Metro may also consider adding minimum FLM improvement design criteria to the Metro Rail Design Criteria (MRDC) to ensure consistency across projects.

The FLM project selection process may result in different types and lengths of wheel projects that advance to 30% design. Generally, 30% design efforts for wheel projects would also be focused in the area between the transit project boundary and the half-mile radius from each station. However, there may be longer wheel projects that extend beyond the half-mile radius, while remaining within the three-mile radius. The three-mile radius represents the maximum distance away from the station that a wheel project could extend. Projects considered for extension beyond the half-mile must provide connectivity to existing regional bicycle infrastructure and/or a major destination that would not otherwise be served by rail transit.



* NOT TO SCALE

Site Definition/Project Boundary

Metro strongly encourages that CBOs continue to play a role during preliminary engineering, as well, by advising on trade-offs in street space allocation (e.g. to remove parking to accommodate a bike facility) that surface during this phase. More details about each player's roles and responsibilities follow.

To ensure a seamless experience for transit riders walking or bicycling to the station, it is important that the walking and bicycle infrastructure is connected and comparable when traversing the transit project boundary. This will require that Metro and the local jurisdiction work together on design on both sides of the transit project boundary. To achieve this coordination, the following steps should be taken:

1. Metro should update the MRDC to describe the necessity of an effective FLM interface at the transit project boundary to ensure continuity of access between FLM projects that lie within the transit project boundary and those that are within the local jurisdiction's right-of-way.
2. New Master Cooperative Agreements (post-FLM Guidelines adoption) should include special reference to the importance of the cross-boundary pedestrian interface and require coordination meetings, design review, and comment resolution / consensus between Metro and the local jurisdiction on design for pedestrian and bicycle improvements. Review and comment should occur at the same level of design as is typical.
3. Local jurisdiction-designed FLM improvements shall be reviewed by the Metro Program Management Team overseeing engineering and design of the transit project to ensure pedestrian and bicycle infrastructure has a seamless connection across the transit project boundary.

In the absence of local jurisdiction-led FLM project(s) and formal coordination required under cooperative terms, Metro will identify any significant discontinuity of pedestrian and rolling mode infrastructure (e.g. missing sidewalks, significant sidewalk width change, etc.) and ensure that the design and implementation of the transit project will remedy the discontinuity issue and ensure effective interface between the station and its surrounds. Per Motion 14.1 any such remedies for discontinuity may not be eliminated from the scope of the project through value engineering. Further, Metro will consider updates to the MRDC to further define and formalize this expectation. Pending MRDC updates, it is generally expected that FLM Team will review station designs during preliminary engineering to assist in this effort.

Metro Staff

FLM – The Metro FLM Team will lead overall coordination with the local jurisdiction managing preliminary engineering. This coordination will be focused on review of interim and final work product as described further below and ensuring adherence to cooperative terms (see Box 6) preceding the development of a 3% contribution agreement.

Mobility Corridors – The Metro Mobility Corridors Team may assist in general coordination and review of work product. Note that Mobility Corridors staff will likely have concluded their lead efforts on the transit project prior to the preliminary engineering stage for FLM.

Program Management – Metro Program Management oversees design (all stages beyond conceptual) and construction of transit projects. During preliminary engineering, staff from Program Management will serve as a support department and provide technical review of 15% and 30% design drawings. As part of this review, staff will look closely at FLM projects within the transit project boundary to ensure they are coordinated with the engineering and design of the corresponding transit project. Program Management will also ensure that these FLM improvements are not value engineered out of the corridor project, consistent with Metro Board direction.

Community Relations - The Metro Community Relations Team may assist in coordination with local stakeholders and assist local jurisdictions for any stakeholder coordination during FLM Preliminary Engineering or transit project engineering design.

Arts & Design - Metro Arts & Design will assist in review of work products, specifically focusing on review of wayfinding and trailblazing signs to ensure consistency with Metro design standards.

Local Jurisdictions

Local jurisdictions will lead the development of preliminary engineering for FLM projects, ensuring a design and project delivery approach that mirrors other local active transportation and streetscape work. This locally-led effort will require coordination with Metro, and specifically adherence to cooperative terms described in Box 6. These cooperative terms outline project commitments as well as interagency review processes. This coordination is necessary both to facilitate subsequent 3% contribution agreements and to ensure that projects have an effective and cohesive interface with transit stations designed and constructed by Metro.

Box 8: First/Last Mile Projects Associated with Public Private Partnership (P3) Transit Corridor Projects

For transit corridor projects proposed by Metro to be delivered through a P3 project delivery model, the FLM planning and design processes would continue on a parallel, but separate, track to the transit corridor project or concurrent activities. FLM projects would occur outside of the transit project boundary of the P3 project. A key difference in P3 projects is the timing of the establishment of the LOP budget. As part of the typical standard project delivery process, Metro would establish the LOP at the completion of preliminary engineering. Under a P3 delivery model, the LOP (or its equivalent) is established at a stage called Financial Closeout, which typically corresponds to about 15% design level.

In the P3 project delivery approach, Metro would typically first conduct a procurement process focused around issuance of a Request for Qualifications (RFQ) for contractor/project delivery teams. Following completion of the RFQ stage, shortlisted project teams are typically provided a design stipend and invited to participate in a Request for Proposals (RFP) stage. The completion of this stage results in each contractor/project delivery team submitting a proposed price and design to construct the proposed transit corridor project.

Under the P3 project delivery scenario, FLM planning should be performed concurrent with or prior to the initiation of the RFQ stage. FLM planning efforts may occur as part of the P3 design effort, or as a separate process. In either case, once the FLM planning work is complete, FLM Preliminary Engineering would occur on a separate track from the RFQ stage. The end objective is to time the completion of the preliminary engineering phase for the FLM projects with the selection of the preferred contractor/project delivery team for the transit corridor project. This approach ensures that the FLM improvements located within the transit project boundary for proposed stations would be accounted for the P3 project delivery.

It is strongly encouraged that local jurisdictions use “complete street” design standards that reflect the prioritization of pedestrians, bicyclists, and other active transportation users. In the case that the local jurisdiction is not using these design standards, established third party design guidelines may be used, such as those provided in the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) design guidelines, or other recognized resources.

Other Stakeholders

Community Based Organizations – Metro strongly encourages that CBOs continue to support community engagement efforts necessary for the FLM projects during the preliminary engineering and environmental clearance stages.

IV. Key Work Products

The overall timeline for completion of the preliminary engineering process will vary depending on the size, scope, and complexity of the FLM projects proposed, as well as the timelines for Metro review and coordination. Typically, the duration of preliminary engineering would be about 12 to 15 months after initiating consultant work.

Based on the milestones identified above, the engineering consultant team would be expected to submit the deliverables below. Individual stations and projects will have unique conditions that will result in likely variations and possible exclusions for some of these work elements. However, these work elements represent the common steps involved in the design scope for FLM improvements.

- > Project Administration and Management Plan
- > Quality Assurance / Quality Control (QA/QC) Plan
- > Project Schedule
- > Plan sets with base mapping for 15% and 30% design submittals
- > Updated project cost estimates based on 30% design submittals
- > Final FLM budget

More detail on typical scope of work for FLM Preliminary Engineering is available in Appendix E. As FLM projects proceed, it is recommended that summary lessons are documented to explain how FLM improvements within transit project boundaries connect to FLM improvements that lie within the local jurisdiction's right-of-way.

D. First/Last Mile Implementation

(Lead: Local Jurisdiction)

This section describes the steps that follow the preliminary engineering, environmental clearance, execution of 3% contribution agreements, and completion of preliminary engineering design packages for FLM projects located outside of the transit project boundary. Three-percent (3%) agreements will be negotiated on a case by case basis, and are subject to terms specified in Measure M Guidelines as well as FLM-specific elements included in Box 5. From this point, local jurisdictions are responsible for the remaining design work and all necessary steps for construction, which should follow the local jurisdiction's own process for delivery of streetscape and active transportation projects. Metro will provide assistance and support for local efforts to secure funding. Further, Metro will ensure effective alignment of FLM elements at stations and the broader Pathway Network projects.

It is Metro's goal that FLM projects identified in the 3% agreement would be completed by the local jurisdiction prior to the opening day of the transit project. However, it is acknowledged the each project will be unique due to a variety of factors, including the need to manage construction coordination between FLM and the transit project. Each 3% agreement will specify the expenditure deadline terms on a project-by-project basis.

Each step of FLM implementation is described below with a brief description and a summary of roles. Definitions of these roles include the following:

- > **Lead:** The agency that is responsible for preparing the product in this phase. The lead is always the local jurisdiction in this phase.
- > **Support:** Metro department(s) that will contribute or provide input to the preparation of a specific product in this phase, such as a competitive funding grant application.
- > **Coordination:** Metro department(s) whose objectives overlap with this phase and require alignment with the FLM project.

I. Final Design

Description - Upon completion of the preliminary engineering design package by the local jurisdiction, completion of an FLM project budget, local jurisdictions are responsible to complete the final design of all FLM projects committed through the 3% contribution agreement. As part of the progress reporting requirement described in the 3% Contribution Agreement, the

local jurisdiction will keep Metro apprised of any significant changes in projects as design is finalized and will coordinate with Metro staff to ensure integration of Pathway Network projects with stations.

There are several different ways that local jurisdictions may approach the final design and implementation of the FLM improvements:

- > Implement the FLM improvements as a **single project or package of projects**, where multiple improvements are designed and constructed under a single contract.
- > Advance each FLM project or project corridor **individually**, depending on a variety of factors, including funding availability, sequencing of construction and implementation of improvements, and coordination with construction of nearby transit corridor project improvements.
- > Design and implement **“walk projects” separate from “wheel projects”** or signage and landscape projects separate from projects occurring within the roadway, as the construction of these different improvements may involve different contractors, or selected types of improvements may be implemented by local jurisdiction public works crews as opposed to private construction contractors.

Given the variability in the approaches available to design and implement the proposed FLM improvements, it will be important for Metro to specify schedule commitments for construction and implementation of FLM improvements as part of the 3% contribution negotiations.

Roles

- > **Lead:** Local jurisdiction
- > **Support:** N/A
- > **Coordination:** Metro FLM and Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction. The FLM Team will review transit project construction drawings from Program Management through final design on the transit project for the purpose of ensuring alignment between station design and the FLM Plan.

II. Funding

Description – Local agencies are responsible for securing funding to deliver committed FLM projects, from any of a variety of sources. These Guidelines provide an overall funding strategy to facilitate FLM project delivery to the greatest extent possible; different funding mechanisms are described in Box 9.

Roles

- > Lead: Local jurisdiction
- > Support: Metro Strategic Financial Planning to provide priority access to Grant Writing Assistance, subject to periodic authorization. Metro FLM would provide background materials and supporting information for grant applications prepared by local jurisdictions.
- > Coordination: N/A

III. Construction

Description – Local jurisdictions are responsible for constructing all FLM improvements committed in the 3% contribution agreement. Subject to necessary elements of 3% contribution agreements, local agencies will be required to provide regular progress reports, and notify Metro of any material changes. Local agencies will also continue coordination with Metro on integration of FLM pathway projects within stations and immediate surrounds.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: Metro FLM, Metro Program Management with regard to on-going progress reporting; coordination on FLM pathway elements with final station design and construction.

IV. Maintenance

Description – Maintenance of all FLM improvements within the local jurisdiction's right-of-way is the responsibility of the local jurisdiction. Metro will not maintain these FLM improvements. Metro is responsible for maintaining its own property, right-of-way, and improvements included within this right-of-way.

Roles

- > Lead: Local jurisdiction
- > Support: N/A
- > Coordination: N/A

Box 9: Funding Mechanisms

The following is provided as general guidance to local jurisdictions on funding FLM projects:

3% Contribution to Major Transit Projects

Local jurisdiction project delivery utilizing the 3% contribution option is anticipated to be the primary mechanism for funding/delivery for FLM projects, noting that directing 3% contribution toward FLM projects is entirely at the discretion of the local jurisdiction, as subject to terms substantially described in these Guidelines including the limitation to allow this option for priority projects in the adopted FLM plan. Each of the following funding mechanisms are eligible for local jurisdiction use toward funding the 3% contribution, except where noted.

Grants

There are a variety of grant funding sources eligible and appropriate for FLM. These notably include:

- > **California Active Transportation Program (ATP)** – primary State funding program for active transportation; typically, available every other year. ATP criteria, while subject to change, are generally advantageous for FLM projects. This program, as of the time of drafting of these Guidelines, is highly competitive across the state and over-subscribed with requested funding exceeding available funding.
- > **Metro Active Transport (MAT) Program*** – Metro Measure M-funded discretionary, competitive active transportation program. This program as currently structured heavily emphasizes FLM and is focused on existing stations. Future cycles may be geared toward new transit corridor projects, subject to further consideration.
- > **Multiyear Subregional Programs** – Measure M funds allocated to projects at the discretion of subregional Councils of Governments. Availability and applicability for FLM projects highly variable depending on the subregion.

Grant Assistance Program

Metro's on-going program to provide grant writing assistance to local jurisdictions; focused on State ATP. Subject to periodic reauthorization of the program, Metro will provide priority access to local jurisdictions seeking to implement FLM plans for new transit corridors.

Sources at Local Jurisdiction Discretion

- > **Local Return** – Substantial, highly flexible funding is available to local agencies through Measure M and prior sales tax measure Local Return programs.
- > **Innovative Local** – Jurisdictions can secure funding through a variety of innovative mechanisms including tax increment and infrastructure financing districts, or through mechanisms to condition development.
- > **Local Capital Improvement Plan (CIP) and maintenance budgets** – some FLM project types can be implemented when roads are repaved or otherwise repaired or improved. The local jurisdiction should consider reviewing their existing programs and timelines for opportunistic ways to implement some FLM projects.

* Metro competitive grants are not eligible for use toward the 3% contribution. All other non-MAT grant-funded projects are eligible for use toward the 3% contribution.

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3 Bus Rapid Transit (BRT)

Due to differences between bus rapid transit (BRT) and other transit projects (e.g. project delivery scopes and schedules, inability to apply Measure M 3% contribution to FLM), the Guidelines approach FLM for BRT projects with some differences.

A. Project Scope

FLM planning would be conducted for a subset of BRT stations. This subset would be determined first through a technical assessment to identify high priority stops (e.g. highest projected daily boardings, major transfer activity, challenging existing conditions, potential connections to active transportation corridors), and then, based on the relative interest of the local jurisdictions since local jurisdictions would be responsible for preliminary engineering and implementation/capital funding.

FLM planning for the chosen subset of BRT stations would encapsulate the usual half-mile and three-mile radial distances around a station (for pedestrian and bicycle access), but outside the transit project boundary where existing FLM projects are already being considered for delivery with the transit project. The transit project boundary is unique to each station and typically defined through the design process to identify elements necessary for successful functioning of the station and system. The transit project boundary is finalized at the completion of the construction bid documents. FLM planning would coordinate projects to ensure cohesion with these other projects within the transit project boundary.

For BRT, the FLM project list from the Planning phase may prioritize projects closer-in to the station area and/or perpendicular to the BRT corridor. Moreover, center-running operations may prioritize intersection treatments.

B. Sequencing

Formal FLM planning for BRT projects would begin once the locally preferred alternative (LPA) is selected, allowing for more targeted and efficient planning. Similar to other transit projects, though, FLM considerations may be included as part of the alternatives analysis which precedes selection of the LPA.

Since extensive community engagement helps determine the LPA, members of the community should be informed of future FLM planning activities as a way to maintain their continued engagement after LPA selection.

C. Roles and Responsibilities

Metro Mobility Corridors project staff and consultants would lead FLM planning for BRT stations—including community engagement and environmental review. Metro FLM staff would provide day-to-day guidance to the consulting team but the consultants would be contracted directly by the transit project. Preliminary engineering and implementation would be delivered by the local jurisdiction.

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4 FLM Guidelines Implementation

With a focus on delineating and clearly defining the FLM project development process, including the sequencing of individual phases of work and the roles of various Metro departments, local jurisdictions, and CBOs, the FLM Guidelines lay out a path forward for Metro and local jurisdictions to achieve the vision originally set forth by the Metro Board of Directors in Motions 14.1 and 14.2. The Guidelines further establish requirements for Metro and local jurisdiction work efforts and necessary elements for both formal agreements and general coordination between agencies.

The Guidelines achieve the following objectives:

- > Establishment of a consistent sequential FLM project process, including clear identification of the roles filled by Metro and local jurisdictions at each stage.
- > Definition of both the transit project boundary and FLM project area and the responsibilities for Metro and local jurisdictions in each area for FLM projects, including design, construction, and maintenance.
- > Establishment of an average assumed budget allocation process for FLM improvements by station.
- > Definition of how and under what conditions local jurisdictions can apply a portion of their 3% contribution for rail transit projects toward the design and implementation of FLM improvements.
- > Outline how Metro and local jurisdictions will coordinate through each phase of the FLM process.

Key steps and actions associated with the application of the Guidelines include the following:

- > Adoption by the Metro Board of Directors. The adoption action will specify revisions or additions to Metro policies including FLM policies (Motions 14.1 and 14.2) and Measure M Guidelines, specifically as they relate to 3% contribution policy. Once adopted, the necessary elements specified in these Guidelines are binding. More general process description is intended as guidance.

- > The Guidelines may be amended by further action of the Metro Board.
- > The Guidelines will apply to Metro transit projects as described in the Introduction, Section C - Integration with Transit Projects and with detail provided for all projects in Appendix G. Metro staff will provide periodic progress reports to the Metro Board.

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Appendices

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Appendix A: Applicable Metro Policies, Plans, and Guidance Documents

Adopted Policies/Plans

Board Motion 14.1 (2016): The approval of Motion 14.1 established foundational FLM planning and implementation policy. It designated streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network and called for support to FLM improvements through funding, technical, and grant-writing support. Specifically, it states that FLM Priority Network project delivery should be incorporated into the planning, design, and construction of all MTA transit projects and that these elements shall not be value engineered out of any project.

Measure M Guidelines (2017): After the approval of Measure M by Los Angeles County voters in 2016, Metro developed a set of guidelines regarding the management and oversight of Measure M and its component elements. The Guidelines outline the program methodology and provide criteria for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile improvements.

Board Motion 14.2 (2016): The approval of Motion 14.2 allows required 3% contribution to major transit projects to be achieved through FLM project delivery.

First Last Mile Strategic Plan (2014): This plan established goals and provided a strategy to improve FLM conditions, as well as a toolkit to analyze existing conditions and identify needs in and around transit corridors. The Strategic Plan set the stage for continued development of FLM policy and the updates needed by this Guidelines document. It provides a methodology for the development of FLM plans, which has been used for several completed FLM plans (see Box 1). In

2020, a First/Last Mile Methodology Update was developed to provide recommended additions to the original 2014 plan; it is in Appendix F of the FLM Guidelines.

Transit Oriented Communities (TOC) Policy: The Transit Oriented Communities Policy (TOC Policy) establishes Metro's commitment to incorporating equity and community development in how we plan and deliver the transit system. The TOC Policy defines TOCs for Metro, defines where Metro leads and where we support others to realize TOCs, and it defines TOC activities that LA County jurisdictions can implement using Measure M local return.

Vision 2028 Strategic Plan: This plan is Metro's recently adopted 10-year plan, which sets the mission, vision, and performance goals for the agency. Key components of the plan related to FLM include ensuring that all Los Angeles County residents have access to high-quality mobility options within a 10-minute walk or roll from home, delivering outstanding trip experiences for all users, and enhancing communities and lives through mobility and access to opportunity.

Equity Platform Framework: This framework recognized that inequity exists when there are fundamental differences in access to opportunity, and that race, age, gender, physical ability, and residency can expand or constrain opportunities for individuals. As a transportation provider, the agency also recognized its role in connecting people with opportunity such as jobs, education, health care, and other components of vibrant communities. FLM improvements are one lens through which this framework can be applied to transit projects and Metro's work.

Metro also recently developed an Equity Focus Communities (EFC) metric in order to highlight areas where the demographics of residents are correlated with lower access to opportunity. These communities have the highest non-white, low-income, and zero-car populations. This metric can be used to help prioritize the deployment of FLM treatments as a way of addressing historically inequitable investment.

Active Transportation Strategic Plan (ATSP): The ATSP is the agency's overall blueprint for active transportation activities and investment, and established FLM as a twin pillar (along with a network of regional scale corridors) of the envisioned system of active transportation infrastructure serving the region.

Guidance Documents

Transit Supportive Planning Toolkit: The Transit Supportive Planning Toolkit (the Toolkit) is a research based resource that details specific policies and programs that can be used to promote Transit Oriented Communities (TOC). The Toolkit is grounded in 10 characteristics of transit supportive places and provides local governments, advocates, and developers in Los Angeles County (Metro’s service area) with strategies for integrating land use and transportation planning, in order to encourage reduced passenger vehicle trips and vehicle miles traveled (VMT) through increased rates of walking, biking, and transit usage. The Toolkit includes a wide range of policy and regulatory tools that have successfully been implemented throughout Southern California and across the State.

Metro Transfers Design Guide: This guide builds upon Metro’s First/Last Mile Strategic Plan and recently funded FLM improvement efforts to improve access to transit and create more seamless trips for customers from start to finish. It provides a user-friendly Design Checklist and flexible Design Toolbox that can be used to assess and develop improvements for a range of transit conditions across Los Angeles County.

Chapter 12.o of Metro Signage & Environmental Graphic Design Standards, Trailblazing: Trailblazing Standards serve as a comprehensive guide for any entity that is implementing wayfinding signage on a non-Metro property that guides customers to and from Metro stations.

Chapter 10.o of Metro Signage & Environmental Graphic Design Standards, Materials & Fabrication: The Materials and Fabrication Graphic Design Standards serve as a comprehensive guide for any entity that is fabricating and/or installing signs that include Metro branding or service information. The document provides guidance on fabrication methods and material applications that maintain the Metro brand identity and quality assurance standards.

Although the First Last Mile Strategic Plan established goals and provided a toolkit to evaluate and recommend FLM treatments, it did not formalize a process for integrating the policy into Metro planning and project delivery. In 2016, the Metro Board gave broad direction on a variety of activities to implement, or facilitate implementation, of FLM projects. The Board motions directed staff to undertake the following actions:

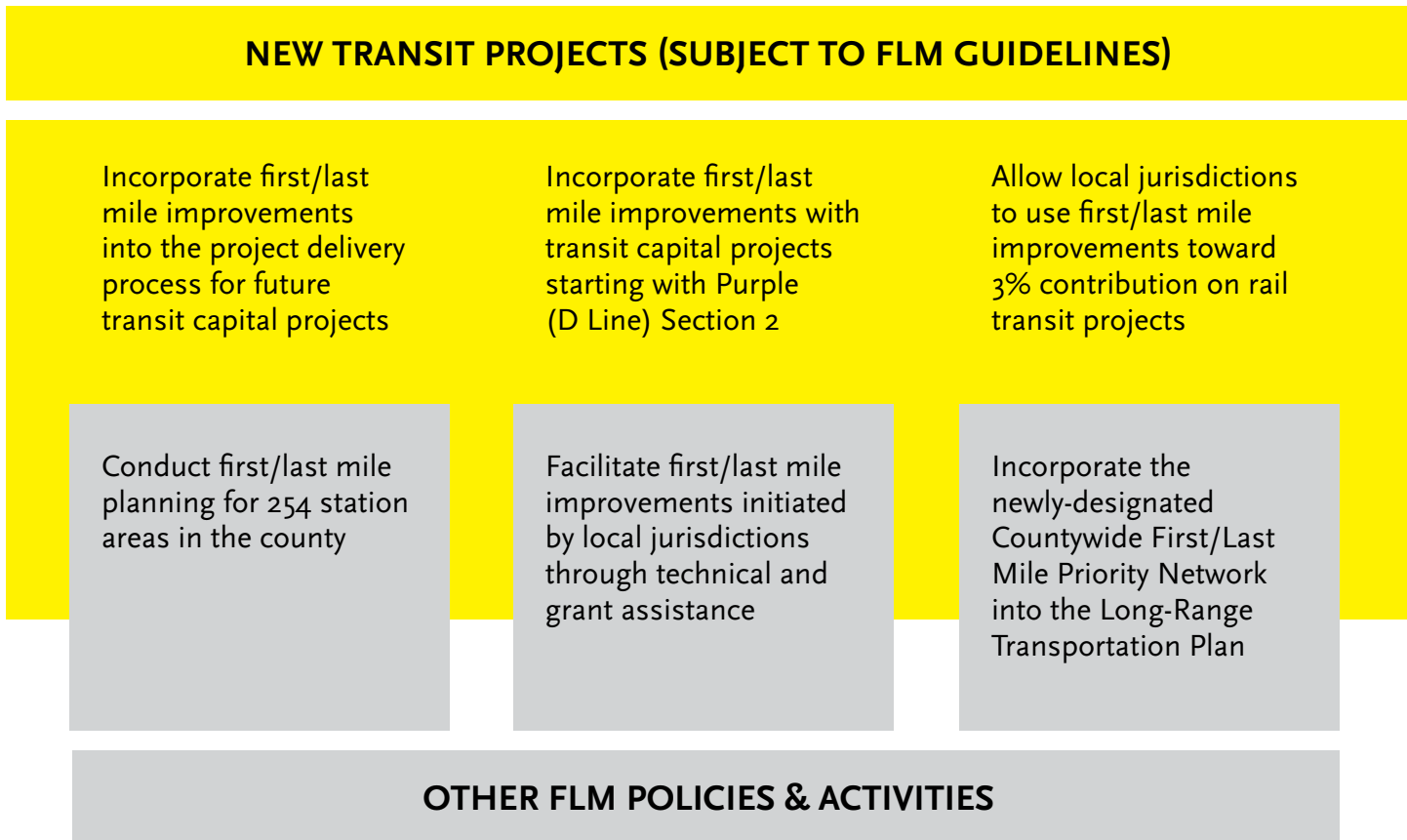


Figure 1-1: Metro Board Motion 14.1 and 14.2 Policy Directives

Appendix B:

Glossary of Terms

- > **Access shed** – An access shed refers to the area surrounding the transit station that a person would reasonably traverse as the “first or last mile” to or from a station. For pedestrians, this access shed is typically within a half-mile radius, or 15-minute walk; for bicycles, this access shed is typically within a three-mile radius due to the faster speeds of a wheeled transportation mode. Related terminology includes walk shed for pedestrians and bike shed for bicycles.
 - > **Bus Rapid Transit (BRT)** – A form of bus service operating in a segregated running ways dedicated to transit for a majority of its route. The service represents a substantial investment in a defined corridor or subarea. Defined stations, traffic signal priority for transit and short headway bidirectional services for a substantial part of weekdays and weekends are included in this service.
 - > **Corridor-based Bus/BRT** – A form of bus service representing a substantial investment in a defined corridor, having defined stations, traffic signal priority for transit and short headway bidirectional services in portions of a segregated fixed-guideway for a substantial part of weekdays.
 - > **California Environmental Quality Act (CEQA)** – The state law that guides the environmental clearance process for certain projects.
 - > **Core Capacity Improvement Projects** – Projects that include improvements to capacity to an existing fixed guideway system by at least 10%, as described by the Federal Transit Administration (FTA).
 - > **Community Based Organizations (CBOs)** – A non-profit group that is representative of a community or a significant segment of the community and works to meet community needs. Members of these organizations are experts in their own communities, typically with unique and granular knowledge of local conditions and needs.
 - > **Corridor Projects** – These projects propose the implementation of high-capacity transit services along a defined or specified corridor, linking together a series of neighborhoods and destinations along the corridor through a network of transit stations or stops. Transit corridor projects may propose either rail or bus service to operate in the corridor.
 - > **Corridor-Based Bus Rapid Transit Projects** – Projects that include improvements to bus rapid transit operating along a specific corridor but not on separated right-of-way, as defined by the FTA.
 - > **Countywide BRT Vision & Principles** – Metro’s current BRT planning study that will establish BRT design guidelines for Los Angeles County and evaluate potential corridors for future BRT investment.
 - > **Environmental Clearance Process** – This process involves the preparation of the appropriate environmental document (i.e. categorical exemption, mitigated negative declaration, or environmental impact report) by the appropriate lead agency, following the guidelines of the California Environmental Quality Act (CEQA).
 - > **Equity Focus Communities (EFCs)** – Under Metro’s developing equity policy, the EFC metric identifies communities are census tracts where 1) at least 40% of the population is low-income (less than \$35,000 annual income), and 2) at least 80% of the population is Non-White or at least 10% of households do not own a car.
 - > **First/Last Mile (FLM)** – Bus and rail services that frame the core of a transit rider’s trip from origin to destination, but users must complete the first and last portion on their own; they must first walk, drive or roll themselves to the nearest station. This is the first and last mile of the user’s trip, or first/last mile.
 - > **Letter of No Prejudice (LONP)** – For FLM projects committed under 3% agreements, there may be instances where a local jurisdiction would like to start a project prior to the 3% Agreement being executed. A Letter of No Prejudice (LONP) allows a jurisdiction to use local funds to start a specific aspect of their project (a portion of the Scope of Work) for a specified dollar amount and still be credited for that portion of their 3% contribution. However, it offers the jurisdiction no guarantee that the 3% credit will be available in the future and that proceeding with the project is at the local jurisdiction’s sole risk. FLM projects implemented for 3% credit must be included in the adopted FLM plan along with meeting other requirements laid out in these Guidelines.
- The local jurisdiction must request a LONP in writing and provide Metro with a list of tasks desired to be undertaken before the Agreement is executed, the amount to be expended for the specific tasks along with a schedule for completing the work. LONP needs to be signed by the Chief Planning Officer and requires Metro staff to review and approve prior to being transmitted to the Chief Planning Officer.
- Local jurisdiction must submit Quarterly reports if a LONP is approved for the project.

- > **Locally Preferred Alternative (LPA)** – The preferred project that emerges from a corridor level analysis which evaluates all reasonable mode and alignment alternatives for addressing a transportation problem.
- > **Local Return** – Metro’s program to formulaically distribute countywide sales tax revenues to local jurisdictions to fund transportation programs in local jurisdictions.
- > **Master Cooperative Agreement (MCA)** – An agreement between Metro and a local jurisdiction to establish cooperative process and terms for delivering Metro projects, and is the typical agreement used for any necessary review and permitting of transit corridor projects.
- > **Measure M** – Los Angeles County’s most recent transit-supportive sales tax measure, adopted by voters in 2016, which adds a half-cent to the sales tax in the county and includes funding for first/last mile improvements. This measure expanded Measure R, which was a half-cent sales tax increase approved in 2008, by adding new transit projects and expediting others previously approved under Measure R.
- > **Metro Active Transport, Transit and First/Last Mile (MAT) Program** – Program established by Measure M which is expected to fund over \$857 million (2015\$) by 2039 in active transportation projects throughout the Los Angeles region.
- > **National Association of City Transportation Officials (NACTO)** – A coalition of transportation officials that develops best practices for street design and transportation.
- > **National Environmental Protection Act (NEPA)** – The federal law that guides the environmental clearance process for other projects.
- > **NextGen Bus Plan** – Metro’s first system-wide redesign effort in over 25 years, with the goal of increasing ridership and service reliability.
- > **Pathway Network** – A hierarchy of first/last mile routes that extend out from a transit station, that people can use to find and access the transit station. The development of a station-specific Pathway Network is organized around five core values: Safe, Intuitive, Universally Accessible, Efficient, and Fun. Pathways to a station are striated hierarchically into arterials, collectors, and cut-throughs.
- > **Pathway Arterial** – Pathway Arterials are categorized as the main branch lines that extend from stations and function as primary routes used to connect people to and from the Metro Station. Pathway Arterials typically feed directly into and connect to the station.
- > **Pathway Collector** – Pathway Collectors are categorized as secondary feeder routes that provide efficient access to Pathway Arterials and support crossing movements to reduce travel distances for non-motorized users. Pathway Collectors tend to be smaller in scale and character than Pathway Arterials.
- > **Pathway Cut-Throughs** – Pathway Cut-Throughs are categorized as off-street passageway that shorten walking or biking distance and make it easier for a transit rider to get to a transit station.
- > **Public Private Partnership (P3)** – An agreement formed between both private and public-sector partners in an attempt to develop transportation infrastructure, known as P3 projects.
- > **Transit Fixed Guideway projects** – Projects that include improvements to a bus rapid transit route operating within a separated right-of-way, as defined by the FTA.
- > **Transit Oriented Communities (TOC) Policy** – Metro policy framework that supports people driving less and using transit more by coordinating community development and land use with transportation planning.
- > **Vision 2028 Strategic Plan** – Metro’s big picture plan to improve mobility in Los Angeles County and explains what the public can expect from Metro over the next ten years.
- > **Walk Audit** – During a walk audit, community members and other stakeholders document what it is like to walk and bike around the station area, taking note of elements that make it easier or harder to access the Metro station. These are typically performed within a half-mile from the Metro station being studied.

Appendix C: Table of Roles and Responsibilities

		Metro FLM Team	Metro Mobility Corridors Team	Metro Community Relations	Metro Program Management	Metro Strategic Financial Planning	Metro Arts and Design	Local Jurisdictions	Community-Based Organizations
FLM PLANNING	Existing Conditions Analysis	Lead	Participate					Participate	
	FLM Technical Walk Audit	Lead	Support	Support				Participate	Participate
	Draft Pathway Network	Lead	Participate					Participate	Participate
	Community Engagement	Lead Support		Lead Support				Participate	Participate Support
	Final Pathway Network and Project Ideas	Lead	Support				Participate	Participate	Participate
	Project Scoring and Cost Estimates	Lead			Participate			Participate	
FLM ENVIRONMENTAL CLEARANCE	Clearance Documentation	Support		Support	Review			Lead	Participate
	Lead Agency Action	Support						Lead	
FLM PRELIMINARY ENGINEERING	Project Administration and Management Plan	Review						Lead	
	QA/QC Plan	Review						Lead	
	Project Schedule	Review						Lead	
	15% and 30% Design Submittals	Review	Review		Review		Review	Lead	Participate
	Updated Cost Estimates	Review	Review		Review			Lead	
	Final FLM Budget	Review	Review		Review			Lead	
FLM IMPLEMENTATION	Final Design	Review			Review		Review	Lead	
	Funding	Support				Support		Lead	
	Construction	Participate			Participate			Lead	
	Maintenance							Lead	

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Appendix D: Community Engagement Examples from FLM Plans

As mentioned in the body of the FLM Guidelines, community engagement is part and parcel of the FLM planning methodology and adds value to the final work products. Below are summaries of the community engagement approach from the Blue Line FLM Plan and the Gold Line 2B FLM Plan as examples for future FLM planning efforts. The goal of community engagement is to tap the community's knowledge to understand details in the existing environment; understand how people currently walk, bike or roll in the station area; educate community members on what FLM is; and ultimately gain support for the Pathway Network and project list by reflecting community desired-project types.

It should be noted that Metro's forthcoming Community-Based Organization Partnering Strategy includes multiple recommendations based on internal Metro department feedback and external input from Community-Based Organizations (CBOs) about how to successfully partner with CBOs. The recommendations are wide-ranging and applicable to different scenarios for working hand-in-hand with CBOs. The recommendations should be reviewed and applied for future projects.

Blue (A Line) FLM Plan Engagement Summary

(excerpted from full plan available here: http://media.metro.net/projects_studies/toc/images/report_toc_MBLFLM_execsummary.pdf)

CBOs were tasked with coordinating a series of activities in 11 of the 22 Blue (A Line) station areas. CBOs collectively decided which of the 11 station areas to focus their public engagement efforts. From the walk audit summaries, the

project team developed a menu of transportation treatments which residents could reference to determine which ones would be most relevant to meet their needs. At each event, these treatments were displayed on large poster boards and residents were given corresponding stickers to place on a large map of the station area where these treatments were needed. Four of the 11 activities featured "pop-up" engagement activities where similar questions were asked about infrastructure treatments, most frequently used pathways to the Blue (A Line) stations, and general feedback about community members' experience using the Blue Line.

At the "pop-up" activities, examples of some infrastructure treatments, such as wayfinding signage and street furniture were temporarily rolled out into the space where they might be recommended in the final Plan. CBOs coordinated these engagement activities by plugging into already planned community activities, such as the Jazz Festival, or locating them near highly populated areas such as a busy transit station or a park. At each event the CBOs created a festive atmosphere to attract residents to participate, including a live DJ, food, giveaways from Metro, community bike rides, tables with community resources, and artists creating artwork inspired by the location and the event in real time. Creating a festive environment brought many people into the engagement process in an inviting manner and CBOs engaged more people and a greater diversity of people than could have been reached through traditional planning methods. Input from the walk audits and the community activities were directly used to inform the Station Area Summaries.

Gold (L Line) 2B FLM Plan Engagement Summary

(excerpted from the appendix to the full plan available here: http://media.metro.net/projects_studies/FLM/images/appendices_FLM_GoldLineFoothillExtension2b.pdf)

Event Types

Stakeholder Interviews

The Arroyo Group conducted one-on-one in-person or telephone stakeholder interviews with representatives of regional institutions. These interviews focused on understanding each institution's background, employee and customer base, and desired or planned improvements relating to first/last mile access.

Community Pop-Up Activities

The Arroyo Group, with Metro staff, set up pop-up booths at existing activities to engage attendees in the first/last mile planning process. Pop-up activities were chosen to engage a broad cross-section of the general public. The main goal was to solicit information on potential pathways and barriers to walking biking as well as engaging attendees in future FLM outreach. The key questions to be answered included:

- > Where do you live/work?
- > Are you familiar with the new Gold Line station?
- > What would encourage you to walk or bike to the new station?
- > What path(s) would you take?

In addition to providing many good input into the process, community pop-up activities served to increase excitement and enthusiasm for Metro and the Gold (L Line) and to answer general questions related to the timing, location and operation of the line.

Public Workshops

Public workshops were stand-alone public meetings focused on presenting and reviewing the draft pathway network. Meetings were noticed by Metro, City staff and The Arroyo Group. Public workshops tended to attract a more interested and knowledgeable public who were able to provide feedback on specific pathways and project ideas identified by the project team.

Focus Group Meetings

Focus group meetings were meetings with members of identified stakeholder groups with a specific focus on youth and active transportation advocates. Meetings were conducted either by using the public workshop format of presenting and reviewing the draft pathway network, or by using the pop-up event format of soliciting input to the plan through a series of stations.

Community Intercepts

Community intercepts were engagement activities set up in public places to solicit input on the FLM process, pathways and project types. Parks, social service centers and existing public transit stops/stations were targeted to incorporate the opinion of existing transit riders, low-income populations and young families. Active SGV led these activities.

Council/Commission Meetings

Metro and The Arroyo Group visited several City Commissions and the Glendora City Council. The purpose of these meetings was to provide information about the project and solicit feedback on key pathways project types, in order to build support for the process in preparation for implementation by cities.

Appendix E: Sample Scope of Work for Preliminary Engineering

The following summary/sample scope is intended to provide general guidance for local agencies on contracting for preliminary engineering:

Project Administration/Project Schedule – The consultant will be required to prepare a project schedule and administration process to track progress and deliverables.

Quality Assurance/Quality Control (QA/QC) – The selected consultant is required to prepare a QA/QC plan for the production and review of design deliverables for the preliminary engineering contract.

Coordination Process – As described in the guidelines above, and established in cooperative terms in Box 6, the consultant will participate and facilitate in the coordination process for the preparation of the design drawings.

Local Planning Documents and Design Standards – The consultant will meet with the relevant local jurisdictions to discuss local plans for the project area, and collect local engineering standard drawings and other relevant documents that should be referenced when preparing preliminary engineering plans (15%, 30% design).

Base Mapping/Project Survey – Consultant shall obtain base mapping for the full extent of the FLM project limits along each project corridor in each station area. Base mapping detail shall be sufficient enough to allow for completion of 30% design and identification of critical design inputs, such as right-of-way limits, location of curb and gutter, and utilities (both above ground and locations for access to below grade utilities).

Utility/As-Built Research – Consultant shall research and obtain readily available utility verification maps and input into the base mapping. Identified utilities should include wet and dry utility types, sizes, materials, and as-built drawing

numbers. Utility research will be limited to areas in which physical FLM improvements are anticipated. The research should include sending out letters to utilities with an interest in the project study area and receiving as-built plans. This research will also include obtaining as-built drawings for the project corridors from appropriate local jurisdictions, and if necessary, Caltrans. Note: For projects that do not include curb modifications or ground disturbance – such as restriping of traffic lanes to provide bicycle lanes, or installation of wayfinding signage – utility investigation may not be necessary.

15% Design Package – The 15% design package typically represents approximately 50% completion of the preliminary engineering (30% design) plans. This submission of these in-process plans allows for review and comment during the design process.

30% Design Package – Contents of the 30% design package will vary among stations and project corridors, depending on the FLM elements proposed. For example, one project corridor may include sidewalk, lighting, and landscaping improvements, while another may be focused on the improvements necessary to implement a protected bicycle lane. These two project types, along with the range of different FLM improvement elements, will result in different packages of required design drawings.

The sheet list provided below is intended to identify a likely range of sheet types that would be required as part of the 30% design.

- > **Title Sheet** – Consultant shall prepare a title sheet on a Metro Title Block that includes an index of sheets, the project description, location map, and limits of work that summarizes the overall project plan set.
- > **Index of Sheets** – Consultant shall prepare a sheet index (table of contents) that identifies the location of each sheet, divided by discipline.
- > **Key Map** – Consultant shall prepare a sheet that includes a key map, sheet map, and the general notes for the overall project plan set.
- > **Legend and Abbreviations** – Consultant shall prepare a sheet legend for the plan symbols and list commonly-used and any specialty abbreviations for the project.
- > **Typical Cross Sections** – Consultant shall prepare typical section sheets for each proposed project corridor depicting the proposed FLM improvements that include existing ground, traveled way, shoulders, cut/fill slopes, retaining walls, existing/proposed fences, and existing/proposed right-of-way, at logical locations.

- > **Roadway Design Sheets** – Consultant shall prepare layout and profile sheets that include horizontal and vertical information for the FLM project design. Vertical data should be labeled in the profile, horizontal data should be labeled in the plan view, and curve data should be organized in data tables. The layout and profile sheets shall reflect existing topography, existing and proposed right-of-way, and existing utilities. The layout and profile sheets should identify the proposed FLM improvements, including drainage modifications, and any existing items that are required to be removed or demolished.
 - > **Signing & Striping Plans** – Consultant should prepare signing and striping plans for bikeway and street traveled way, as appropriate. Sign Plans include providing regulatory signs and directional signs in accordance with CA MUTCD guidelines, and if applicable, with Metro wayfinding signage guidelines. Striping Plans include striping and markings in accordance with CA MUTCD guidelines. Side street intersections that require modifications to signing and striping are included.
 - > **Sign Details** – Consultant shall prepare signing, hardware, and mounting details for signing plans for streets, bikeways, and intersections. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
 - > **Preliminary Drainage Details** – Consultant shall prepare preliminary drainage detail sheets to support the drainage plans shown on the Layout and Profile sheets, where appropriate. Details may include standard headwalls, transitions to/from pipes to ditches, riprap sections, and other drawings needed for the drainage construction. For FLM projects that do not impact the existing drainage patterns on the project streets (i.e. wayfinding, lighting, striped bicycle improvements), drainage plans and details would likely not be required.
 - > **Electrical Plans** – Consultant should prepare sidewalk, bikeway, and street lighting plans, as appropriate based on the proposed FLM improvements for the subject project corridor. The sheets shall include all work necessary to install bikeway and street lighting circuits. Lighting throughout the project corridor shall conform to the appropriate local jurisdiction or Caltrans standards for street lighting.
 - > **Traffic Signal Plans** – As appropriate and if FLM projects require traffic signal modifications, the Consultant should prepare plans to modify traffic signals and upgrade intersection controls, if needed. The plans shall include the work necessary to modify the traffic signals and shall conform to the requirements of the appropriate local jurisdiction. A separate detail sheet should be prepared for each signal.
 - > **Utility Relocation Plans** – As appropriate, the consultant shall prepare plans to indicate which utilities will be relocated as a result of the FLM improvements. Callouts will include but are not limited to “raise manholes, canisters, and facilities to grade” and “protect facilities in place.” All local jurisdiction and franchise utility relocations should be assumed to be performed by the appropriate local jurisdiction or franchise utility company. Plans will indicate utility relocation by others. Consultant will need to coordinate with local jurisdiction and franchise utility companies to identify where relocation of utility infrastructure will be required for the proposed FLM improvements.
 - > **Landscape Plans** – As appropriate, Consultant should provide detailed landscape plans to include:
 - **Plant List Sheet** – A landscape summary sheet that includes an index of landscape sheets, plant list, and landscape legend that summarizes the landscape plan set.
 - **Planting Plans** – Plans for the proposed planting areas along and within project corridors, including planting layout and planting quantities. If appropriate and part of the FLM project list, site furnishings may be added to the planting plans.
 - > **Wayfinding Signage Plans and Details** – Prepare wayfinding signage plans, including layouts showing the locations of FLM wayfinding signs. Consultant should prepare details for wayfinding signage plans providing destination and mileage information. Details will be in accordance with appropriate local jurisdiction standards and Chapter 12 of the Metro Signage & Environmental Graphic Design Standard: Trailblazing where applicable.
- Each project will have variations in the design scope and therefore in terms of the number sheets for completion of the design effort. Sheet count is a function of the number stations involved in the project, the overall length of the project corridors selected for inclusion in preliminary engineering, the extent and variety of FLM improvements proposed along the selected project corridors, local jurisdiction design standards and guidelines.
- Cost Estimates** – These new, refined cost estimates that reflect the design elements proposed in the preliminary engineering design plans and will provide a greater level of cost certainty than the estimates prepared during the FLM planning phase. Cost estimates will be prepared following Metro guidelines and format to the extent required and established in cooperative terms.

Appendix F: First/Last Mile Methodology Update (2020)

This addendum presents changes to the Metro First/Last Mile (FLM) Planning methods as established in the 2014 First/Last Mile Strategic Plan. Proposed changes are a result of ongoing experience and lessons learned from completed and in progress First/Last Mile plans and is further informed by discussion among the FLM Planning team, Metro Transit Oriented Communities, and Metro consultant teams. Updates focus on how to create more efficient and equitable planning processes and outcomes. The updates are also intended to clarify ambiguities and common divergences in the current methodology, with an eye toward generating clear deliverables and projects that directly reflect community needs.

Each step is described below with a brief description, lessons learned from past experience, and a summary of roles. For more detailed descriptions of these steps, please reference the First/Last Mile Strategic Plan (2014) and completed FLM Plans online, as well as the First/Last Mile Safety Analysis Tool (2020) and First/Last Mile Planning for Micromobility report (2020) that are included as attachments to this methodology update.

I. First/Last Mile Planning Process

1. Existing Conditions Analysis

Description: The existing conditions analysis is the first step to understand the local environment around each station including land use, key destinations, existing and locally planned bicycle facilities, and collisions, among other data points.

Product: A memo detailing existing conditions, with accompanying data source references, maps and narrative.

Update: Existing conditions analysis should include a narrative component that describes how the various data layers (e.g., land use, destinations, existing and planned facilities) inform the overall conditions and needs of the planning area.

This narrative should be digestible to stakeholders and the community, and should be referenced in later tasks in order to create a consistent through-line of data. In other words, these data should be referenced to explain the evidence and logic for proposed pathways and projects that emerge later. The narrative should, for example, describe how key destinations within the land use layer may draw riders from the transit station, potentially serving as a later justification for a Pathway leading to that destination. The existing conditions analysis should also follow the First/Last Mile Safety Analysis Tool (see attachment A) to identify and document key safety “hotspots” in the planning area. The analysis should also identify possible contributing factors, such as street geometry and speed limits, in order to establish project need for later plan development. If the station areas evidence significant micromobility device usage (i.e. shared, electric scooters), this existing conditions analysis should also follow the recommendations in the First/Last Mile Planning for Micromobility report to accommodate the needs of other wheel-based users (see attachment B).

2. Local jurisdiction coordination

Description: Coordination with local agencies occurs through the first/last mile planning process and is key to aligning engagement efforts and planning projects with local plans and priorities. Local agencies also aid in reviewing the final first/last mile plan and project list.

Product: A series of meetings culminating in a review process of final plan products

Update: Coordination with relevant agencies of the local jurisdiction should occur through, at minimum, three meetings over the course of the first/last mile planning process. First, a meeting at the outset of the planning process should seek agency input on engagement in the relevant planning areas and should highlight any other relevant plans or issues. A midpoint meeting should provide local staff with a preview of draft pathway networks. Upon completion of the planning process, a final meeting should be held to review the pathway network and project list with local staff. This meeting will also serve as the kick-off for the formal local jurisdiction review of these planning products. This schedule of meetings should be considered a minimum, as additional meetings with local staff may be held as needed.

3. FLM Technical Walk Audit

Description: During walk audits, technical staff and consultants collect data on strengths, barriers and observed behaviors related to the walking and bicycling environment around the station. This step is a key component of FLM planning because it gives the project team on-the-ground,

experiential knowledge about the station area. Walk audits, unless otherwise directed, are conducted using Metro's web-based data collection tool, which allows participants to document specific locations with comments and photos about conditions. Some walk audits may also be conducted by community members as an introduction to other subsequent community engagement described below.

Product: Walk audit memo documenting process, participants, and insights from walk audits, as well as mapped data layers of identified barriers, strengths, and opportunities.

Update: The project team should conduct technical walk audits for all stations on a given project, oriented towards collecting site-specific data necessary to inform the pathways development. Participants should be FLM and Metro staff and the FLM consultant team, and should also include CBO partners unless not feasible.

Supplemental audits with community members and stakeholders are not required but can be useful for introducing FLM concepts and methods, but should be separated from key data-gathering steps necessary to progress to pathway layout. Community walk audits may be conducted as an orientation to FLM planning concepts. Noting that walk audits with community members and the public can be labor intensive and time consuming to organize, these community focused audits can be sequenced separately from other FLM planning steps (e.g., they can take place later in the process after technical walk audits, or when other community engagement steps are complete/in process). Types of data and input collected from community focused walk audits can be determined on a project-by-project basis, but should generally focus on simple and subjective feedback about street segments and walking routes in the station area (e.g. walking on specific block feels more/less safe and comfortable).

If the station area has significant micromobility device usage, a site visit may also be considered to observe strengths and barriers to these wheeled modes. Again, the First/Last Mile Planning for Micromobility (linked as an attachment at the end of this appendix) report details this activity.

4. FLM Draft Pathway Network

Description: The development of the Pathway Network (key routes to walk, bike, or roll to the station) is based on research of local plans, existing facilities, existing conditions data analysis, and data collected during the walk audit. This step ensures a clear nexus between FLM improvements and the transit riders' experience. Additionally, the inclusion of local plans and existing facilities avoids duplicating or getting ahead of local efforts to improve their city streets.

Product: Set of Draft Pathway Network maps

Update: The Draft FLM Pathway Network should include and reflect narrative elements established in the existing conditions memo, in order to communicate how the proposed pathways address existing conditions and needs, and establish a record and rationale for development of pathway network segments.

5. Community Based Organizations

Description: The regular, integrated involvement of one or more community-based organizations (CBOs) is a key aspect of the FLM planning process. CBOs are regularly integrated into the project team, and fulfill a variety of roles in the outreach and planning processes, depending on exact nature of the project.

Update: It is expected that Community-based organizations (CBOs) are involved throughout the plan development process, with a focus on outreach and community engagement methods and execution. While the contracting mechanism may differ per project, CBOs must be formally integrated into the project team, with documentation of roles and processes among the CBO, Metro, and the project team. Upon entering a contract, a Project Charter or similar must be established to discuss shared goals, values, and key process points. Additionally, it is important to discuss and understand areas where Metro and CBO priorities diverge and determine how the team will resolve and move forward on any disagreements that may arise (see: East San Fernando Valley Transit Project CBO Charter). The Project Charter is developed through a meeting of the full team including Metro Corridors PM, Metro Community Relations lead, Metro FLM PM, and consultant team (technical and outreach).

The exact role a CBO(s) takes on within the project team should be determined on a case-by-case basis, depending on factors such as the unique needs of the project area and the focus and capacity of the CBO(s). However, the ultimate roles should be chosen from a menu of activities, which includes but is not limited to: input on draft and final pathway networks and projects, advice and input on the planning effort overall, outreach event planning and communications assistance, and outreach staffing.

6. Community Engagement

Description: Community engagement is a critical component due to the detailed and highly localized nature of FLM projects. As a consequence, it occurs at multiple points in the process. Typically, FLM efforts include a range of methods to engage the community including public activities, stakeholder

interviews, and surveys (online or intercept). The purpose of these participatory activities is two-fold: 1) to collect data/feedback to inform FLM planning and 2) to foster general awareness of FLM issues to communities.

Product: A Community Engagement Summary/Results Memo, documenting the engagement formats, who participated, and takeaways from community feedback. The memo, which is distinct from the earlier engagement approach memo, should detail data gathered from the community on prioritizing FLM improvement types and locations.

Update:

- > Audiences: FLM planning outreach shall prioritize engagement with the core audience for FLM improvements: transit riders, especially those who live, work, play, and go to school around the station area. Targeted outreach shall utilize the Metro Equity Platform and tools to ensure racial, gender, and socioeconomic disparities are addressed in the proposed outreach process. Activities that reach riders where they are should be the primary in-person outreach activity (see below).
- > Established stakeholders (local institutions, business improvement districts, local association representatives) should be engaged and informed through structured interviews as part of the engagement process. Neighborhood Councils, or similar localized representative bodies, could be included in the general outreach process, including invites to participate in any applicable community walk audits and broader community engagement activities. Metro staff may accommodate meetings and a staff presentation upon request.
- > CBOs: As detailed above, it is expected that CBOs play a significant role in the engagement process. While exact roles depend on the project and must be outlined in an established Project Charter from a menu of activities, CBO involvement is key for identifying, reaching, and engaging with target audiences in activities and other outreach formats.
- > Engagement activities: The preferred format for in-person outreach are activities that meet target audiences where they are, capitalizing on existing and regular activities and community gatherings and recognizing that they may not be actually residents immediately next to the station areas. Event format should avoid the traditional town hall style and other standalone public meeting formats that can be difficult for key demographics of the public to attend. While there is no specific required format for pop-up activities, the team - consultant(s), staff, CBO(s) - should seek to craft formats

that offer a creative, tactile, and “gamified” engagement that draw in individuals and encourage participation. These should seek to collect data that reflects the improvement types and accompanying locations desired by community members, as well as destinations and key places of interest to which community members travel. In addition, inquiring about travel patterns provides an opportunity to check for discrepancies with the Draft Pathway Network.

7. Final Pathway Network and Project Ideas

Description: Collected community feedback (e.g. from stakeholder interviews, walk-audits, and other community engagement activities) is used to validate or correct the draft Pathway Network, as well as reflect the project ideas and priorities of the community. At this stage, review of the Pathway Network and project ideas by the local jurisdictions and CBO is requested before finalization.

Product: Final Pathway Network maps, illustrations of conditions, and list of projects

Update: Following the updates noted in Step 1, Existing Conditions, and Step 3, FLM Draft Pathway Network, the Final Pathway Network and Project Ideas document should reflect the culmination of existing conditions and community needs/desires as documented through community engagement.

Accompanying the Final Pathway Network should be high-level conceptual design illustrations of typical proposed project conditions in all Arterial and Collector Pathways. These may consist of plan and/or street cross sections with dimensions, and should reflect rough estimates of the right-of-way impacts of implementing FLM projects. This should serve to highlight any major feasibility issues regarding ROW conflicts and to detail potential reconfiguration tradeoffs.

The Final Pathways should also incorporate and elaborate upon the safety effects, impacts, and purposes of each pathway, per the First/Last Mile Safety Analysis Tool. This also includes noting overlaps with local jurisdiction priority areas such as High Injury Networks.

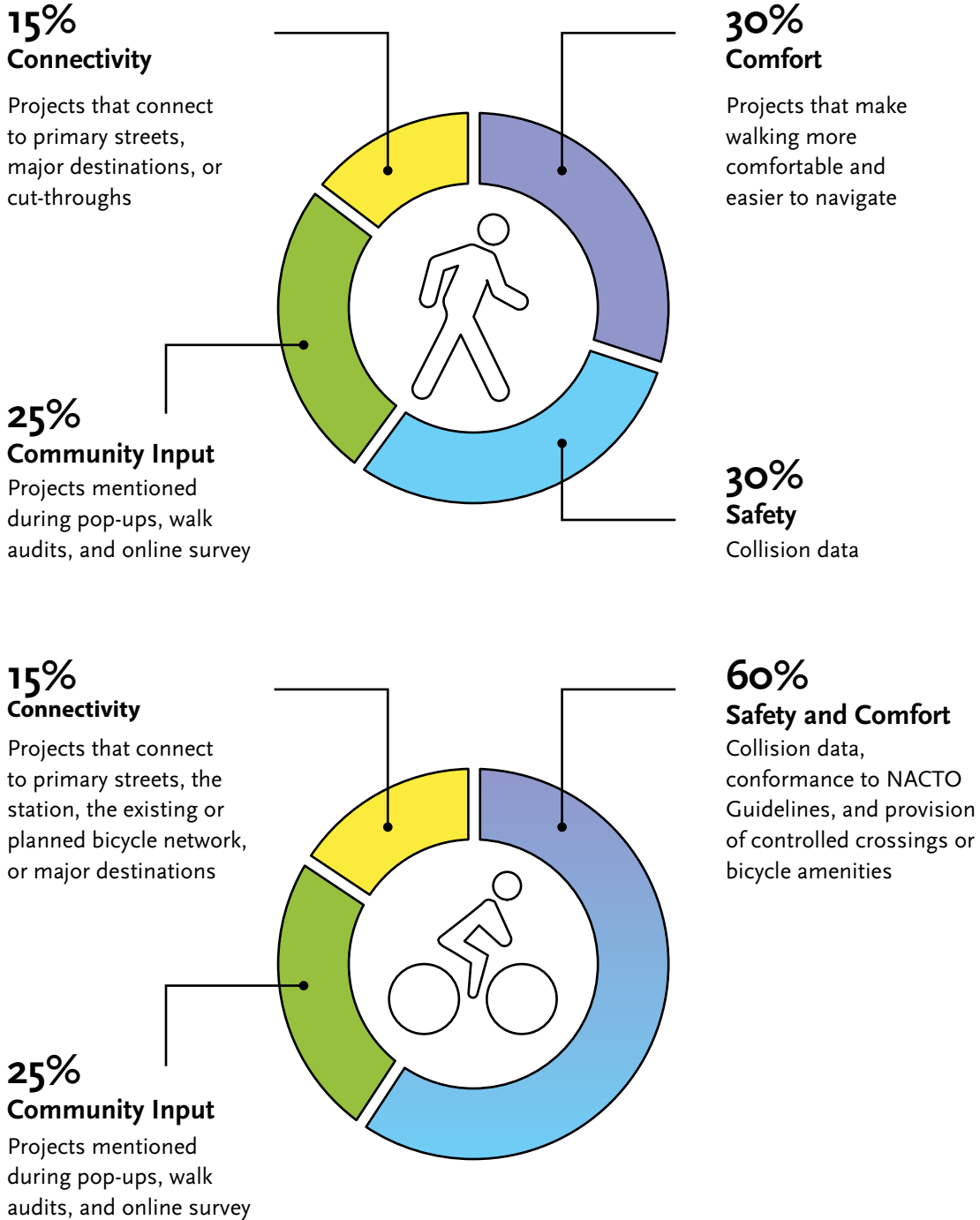
8. Project Scoring and Cost Estimates

Description: Projects are categorized by type and location, and are subsequently scored on a number of variables. The variables, for both pedestrian and wheel projects, may fall within weighted categories of safety, comfort, community input, and connectivity. An example of scoring variables for pedestrian projects and bicycle projects is provided below from the Purple Line Extension Sections 2&3 FLM Plan.

Individual projects may use different criteria or weighting as relevant to the conditions along the study corridor, but each would include, at minimum, the categories of safety, community input, and connectivity for walking and rolling to the station.

At this stage, Metro will develop rough order of magnitude (ROM) cost estimates for the projects with input from the local jurisdictions.

Product: Selected list of projects, matrix reflecting project weights and scores.



II. Key Work Products

The following deliverables are required at the completion of FLM Planning:

- > **Pathway Network** – map indicating primary and secondary pathways to the station and FLM project locations with the half-mile radius of the station
 - Update: Plan and/or Cross-section illustrations: Conceptual design illustrations demonstrating feasibility and potential ROW issues for FLM pathway projects
- > **Project List** – project list corresponding to the Pathway Network maps that includes additional detail about the project (e.g. description, extent, and location)
- > **Rough Order of Magnitude Cost Estimates** – cost estimates for all FLM projects using best cost estimating practices and recent cost examples
- > **Prioritized Projects List** – selected projects that have received local jurisdiction concurrence to advance to the next project phase. The method for prioritization will be refined after the completion of First/Last Mile Guidelines.

For next steps in engineering and implementation, refer to the Critical Actions to Advance as listed in Chapter 2, Section A, of the First/Last Mile Planning Guidelines.

III. Attachments

- > **A. First/Last Mile Safety Analysis Tool:** The updated safety analysis and approach presents a more detailed integration of safety data into the Existing Conditions step of FLM planning. The analysis will shed further light onto the contributing factors of unsafe traffic conditions in station areas, and will contribute to the continuity of data-based justifications for improvements throughout the planning process. <http://media.metro.net/2020/First-Last-Mile-Safety-Analysis-Tool.pdf>
- > **B. First/Last Mile Planning for Micromobility Study:** This study presents changes to the FLM planning process and to the FLM toolkit of improvements in order to best plan for the use of new shared, dockless electric micromobility devices as first/last mile modes. The methods included should be considered applicable to the Existing Conditions Analysis, Walk Audit, and Draft and Final Pathways Steps. <http://media.metro.net/2020/Micromobility-FLM.pdf>

Future addendums to the First/Last Mile Strategic Plan and other guiding FLM documents, addressing potential needs such as project feasibility analysis, should be added as the need arises, following input from the FLM, transit project, and consultant teams.

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Appendix G:

FLM Program Commitments by Transit Project

The following table lists completed and ongoing Metro transit projects, providing the applicability of FLM program commitments. Each project listed has an associated First/Last Mile Plan. The table also notes whether the transit project received grant/technical assistance and whether the 3% local contribution is applicable to the project. Note that FLM plans for existing stations for new lines or extensions generally do not qualify, but may be evaluated on a case-by-case basis.

PROJECT	PROGRAM COMMITMENTS			NOTES
	First/Last Mile Plan	Grant/ Technical Assistance	3% Contribution Credit	
New Rail Line				
East San Fernando Valley Light Rail Transit Corridor	✓	✓	✓	FLM Plan complete
West Santa Ana Branch	✓	✓	✓	
Sepulveda Pass Transit Corridor	✓	✓	✓	
Rail Line Extension				
D Line (Westside Purple Line Extension Section 2)	✓	✓	✓	FLM Plan complete
D Line (Westside Purple Line Extension Section 3)	✓	✓	✓	FLM Plan complete
L Line (Gold) Foothill 2B Extension	✓	✓	✓	FLM Plan complete
C Line (Green) Extension to Torrance	✓	✓	✓	
L Line (Gold) Eastside Extension	✓	✓	✓	
Crenshaw North Extension	✓	✓	✓	
Added/Relocated Station				
Aviation/96th Street (Airport Metro Connector) Station	✓	✓	✓	
Added/Relocated Station/BRT Project				
G Line (Orange) BRT Improvements	✓	✓		FLM Plan complete

PROJECT	PROGRAM COMMITMENTS			NOTES
	First/Last Mile Plan	Grant/ Technical Assistance	3% Contribution Credit	
BRT Project				
North Hollywood to Pasadena Corridor	✓	✓		BRT project/FLM plan for selected stations
North San Fernando Valley Corridor*	✓	✓		BRT project/FLM plan for selected stations
Under Construction at Time of Board Policy				
Crenshaw/LAX Transit Corridor	✓	✓	see note	FLM Plan complete for stations in Inglewood Inglewood 3% agreement in place pre-Guidelines; \$6M commitment to FLM implementation
Regional Connector	✓	✓		
D Line (Westside Purple Line Extension Section 1)	✓	✓		
TBD				
Vermont Transit Corridor	✓	✓	tbd	mode undetermined; 3% applicable if rail selected

*The scope of the North San Fernando Valley Corridor project is currently under review and may result in a revision to the applicability of this project.

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Next stop: access to opportunity.

First/Last Mile Guidelines

Planning and Programming Committee

May 19, 2021



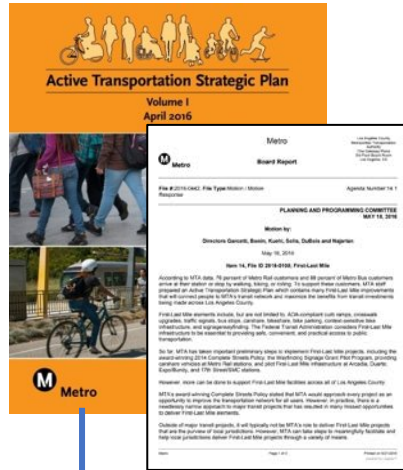
ADOPT the First/Last Mile (FLM) Guidelines

FLM Policy and Program Timeline



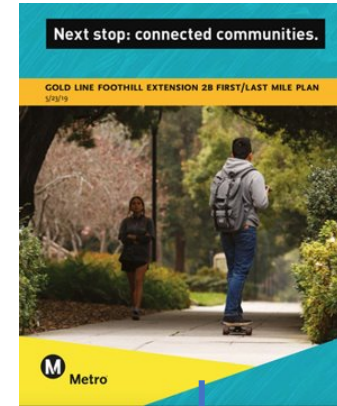
2014

- **First/Last Mile Strategic Plan**



2016

- **Active Transportation Strategic Plan**
- **FLM Board Motions**

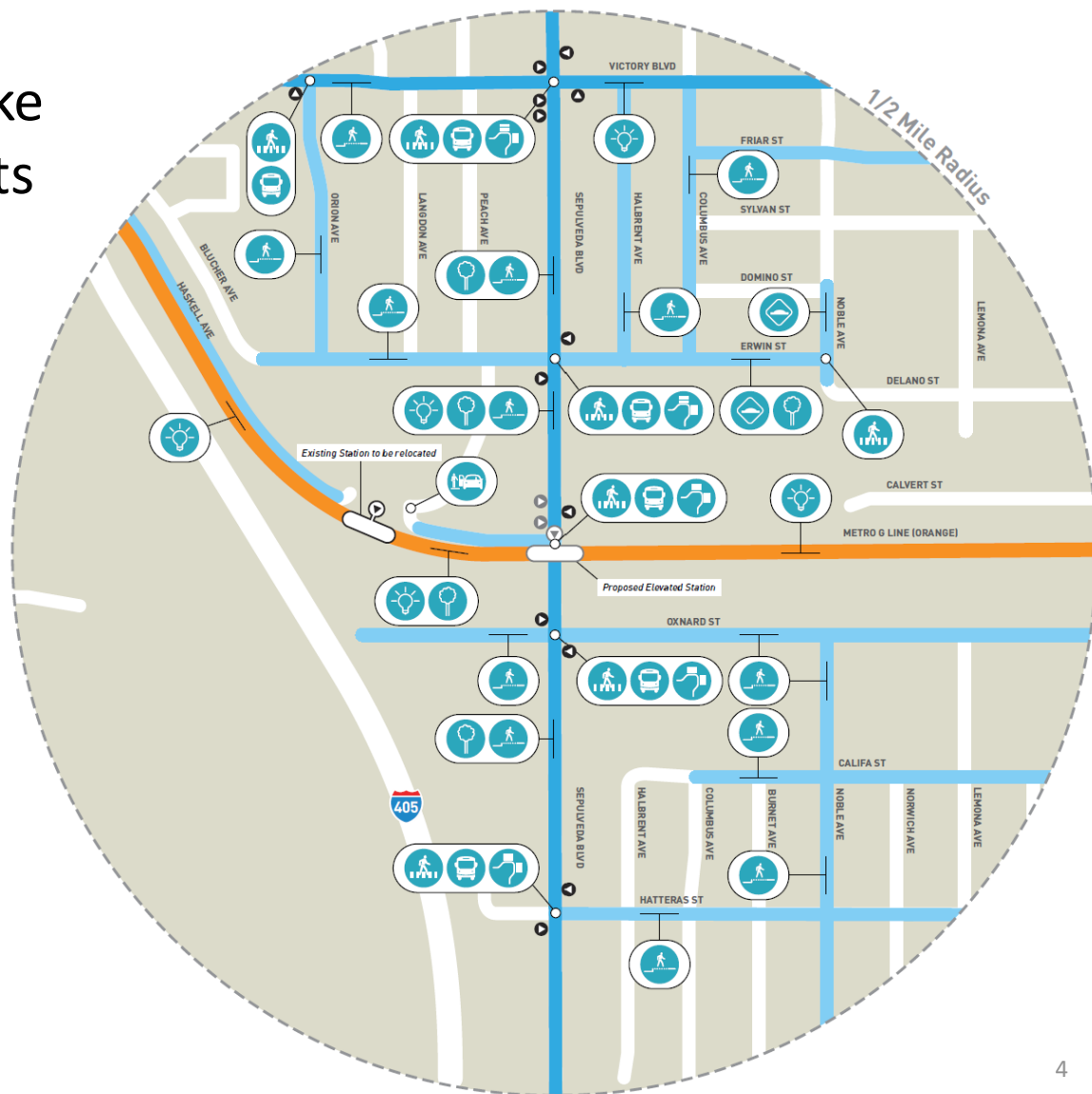


2017-2020

- **FLM Plans:**
 - Blue Line
 - AMC/Inglewood
 - Foothill 2B
 - PLE 2/3
 - ESFV
- **FLM Guidelines Development**

FLM Plans / Pathway Network

- Ped (1/2-mile) and bike (3-mile) improvements
- Improve safety and access to the station
- Pathway network
- Planning process and products

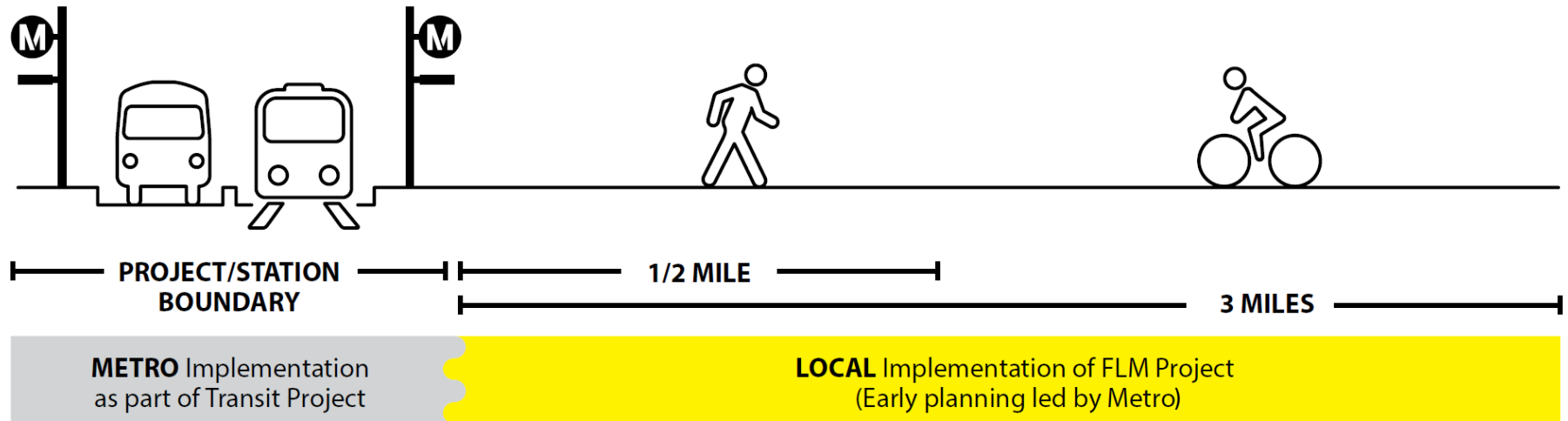


FLM Project: Phases and Roles

- Metro leads FLM planning work with local participation
- Metro "hands off" FLM post planning/environmental
- Local jurisdiction leads design and implementation



Project Definition & Boundary



* NOT TO SCALE

Metro Support for Implementation

- Facilitating 3% for high priority projects
- Maximize access to State (SB1/ATP) resources
 - ATP funded \$100m annually
 - Commit grant writing support
 - FLM planning phase emphasizes grant readiness
- Metro funding – priority for upcoming Metro Active Transport (MAT) cycles





Board Report

File #: 2021-0224, File Type: Contract

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT CONTRACT MODIFICATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. AE275020011497 for ExpressLanes Program Management Support services with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-405 to Central Avenue segment of the I-105 ExpressLanes project in the amount of \$18,788,594, inclusive of one optional task to provide post-PS&E support in the amount of \$1,413,641, increasing the Total Contract Value from \$14,147,001 to \$32,935,595.
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE275020011497 in the amount of \$2,000,000 increasing the total CMA amount from \$770,000 to \$2,770,000 to support potential additional services needed to complete the PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project.

ISSUE

Board action is requested to execute a contract modification to complete PS&E for the I-405 to Central Avenue segment of the I-105 ExpressLanes project to meet the funding and timeline requirements of the State Solutions for Congested Corridors Program (SCCP) grant the project received.

BACKGROUND

In June 2015, the Metro Board approved the Metro ExpressLanes Program Management Support Contract valued at \$7,700,000 to provide professional services in support of ExpressLanes project planning and development. Work conducted in this contract include preparation of the I-105 ExpressLanes Project Approval/Environmental Document (PA/ED) and I-105 Concept of Operations. This contract has a 25% Small Business Enterprise (SBE) participation goal and, as of March 2021, approximately 29% of funds spent have been paid to SBE firms.

In October 2019, the Board approved contract Modification No. 7 for \$5,677,001 to prepare additional geotechnical and structure reports and traffic modeling that were required to complete the PA/ED. In addition, this modification included preparation of 30% design, field surveys, and utility design and coordination.

In December 2020, the I-105 ExpressLanes project received a \$150 million SCCP grant from the California Transportation Commission (CTC). The SCCP grant requires the project to request a funding allocation from CTC by June 2023 and issue a Notice to Proceed (NTP) for construction by December 2023. To meet this deadline, the project must complete PS&E no later than Summer 2023 which would include 100% design of all project elements including roadway widenings, structures, signage, retaining walls, soundwalls, Roadside Toll Collection System (RTCS), and Intelligent Transportation Systems (ITS) elements including new ramp metering. The RTCS will be designed, constructed, operated, and maintained by a contractor that will be procured separately from PS&E.

DISCUSSION

The I-105 ExpressLanes project will construct dual ExpressLanes on the I-105 between I-405 and Studebaker Road in the City of Norwalk which is sixteen miles long. This project is included in the Measure M expenditure plan and has been allocated \$175 million. The I-105 ExpressLanes Final Environmental Impact Report/Environmental Assessment was signed by Caltrans on April 21, 2021. The next step in project development is to begin PS&E. Metro and Caltrans are currently working on the PS&E cooperative agreement, which staff expects to bring to the Board in June 2021 for consideration. The cooperative agreement is needed in addition to the recommended contract modification.

The SCCP grant which is limited to construction costs requires a construction NTP to be issued by December 2023. To meet the SCCP grant requirements and maximize the benefits of the grant, staff intends to apply the grant funding to construct the first segment of the project between I-405 and Central Avenue which is approximately seven miles long. This segment was chosen to be constructed first due to the fact that it is a high volume segment which directly connects to Los Angeles International Airport, no right of way acquisition is required and there are fewer structure widenings compared to the rest of the corridor. Furthermore, the construction cost is estimated to be approximately \$150 million so the entire SCCP grant can be applied to construct this segment.

It should be noted that staff is seeking a contract modification for PS&E only for the I-405 to Central Avenue segment of the project to meet SCCP grant requirements. For the remainder of the corridor between Central Avenue and Studebaker Road, the PS&E will be procured via an open solicitation. The length of the Central Avenue to Studebaker Road segment is approximately nine miles, so the majority of PS&E for the project will be prepared by a contractor selected via an open solicitation. Staff expects to release the Request for Proposals for PS&E for this segment in Summer 2021. Meanwhile, Congestion Reduction staff will continue to work with the Government Relations and Planning departments to identify additional grant opportunities for the project.

Completion of PS&E for the I-405 to Central Avenue segment is expected to take approximately 24 months. Therefore, if PS&E for this segment begins in June 2021 then it can be completed by June 2023. This should provide sufficient time to issue a construction NTP by December 2023. Staff

believes this is the best approach to minimizing the risk of losing the SCCP grant funds.

The proposed contract modification also includes an optional task for post-PS&E support for the construction phase of the project and additional surveys. The SBE commitment is \$6,555,304, inclusive of the optional task, which is approximately 34.9% of the contract modification value. This significantly exceeds the contract SBE goal of 25%.

If, in lieu of this action, Metro pursues an open solicitation for PS&E, the earliest a PS&E contractor could begin work is January 2022. However, given the time required to complete PS&E, the high level of coordination required between the PS&E and RTCS contractors as well as Caltrans and Metro, and the time needed to issue a construction NTP, there is significant risk that the construction NTP will not be issued by December 2023 if PS&E for the I-405 to Central Avenue segment does not begin until January 2022. If Metro does not issue a NTP for construction by December 2023, Metro could lose \$150 million in SCCP grant funding.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts result from these Board actions.

FINANCIAL IMPACT

The FY 2021-22 budget includes \$5,044,312 in Cost Center 2220 (Congestion Reduction), Project 475004 for I-105 ExpressLanes PS&E. Since this is a multi-year contract, the Cost Center Manager and Executive Officer, Congestion Reduction will be responsible for budgeting in future years.

Impact to Budget

The funding for this Project is from Measure M. As these funds are earmarked for the I-105 ExpressLanes project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The I-105 Express Lane project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed Express Lanes would increase regional highway capacity and improve the Level of Service for both the Express Lanes as well as the general purpose lanes. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed project would result in shorter trip time for both the Express Lane and the general purpose lanes. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. This project will require extensive collaboration with Caltrans, corridor cities, Los Angeles County, and regulatory agencies.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended contract modification. This alternative is not recommended, as this could jeopardize the \$150 million SCCP grant funding the project received.

NEXT STEPS

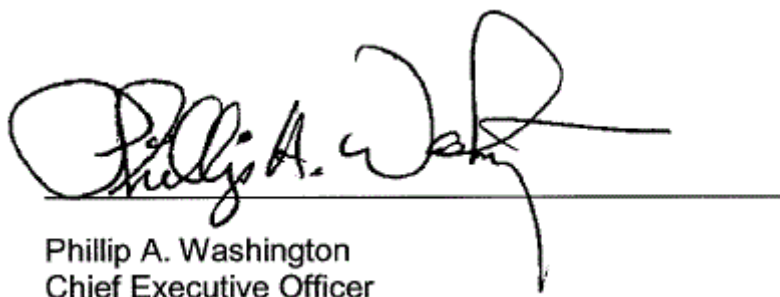
Upon Board approval, staff will execute the contract modification with WSP and issue a NTP to WSP to begin PS&E work.

ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification /Change Order Log
- C. DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT/AE275020011497

1.	Contract Number: AE275020011497		
2.	Contractor: WSP USA, Inc. (formerly Parsons Brinckerhoff, Inc.)		
3.	Mod. Work Description: I-105 High Occupancy Toll Lanes Conversion preparation of final design plans, specifications, and estimates.		
4.	Contract Work Description: ExpressLanes Program Management Support		
5.	The following data is current as of: May 3, 2021		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	06/25/2015	Contract Award Amount: \$7,700,000
	Notice to Proceed (NTP):	06/25/2015	Total of Modifications Approved: \$6,447,001
	Original Complete Date:	09/13/2018	Pending Modifications (including this action): \$18,788,594
	Current Est. Complete Date:	09/13/2023	Current Contract Value (with this action): \$32,935,595
7.	Contract Administrator: Ernesto DeGuzman		Telephone Number: (213) 922 - 7267
8.	Project Manager: Philbert Wong		Telephone Number: (213) 418 - 3137

A. Procurement Background

This Board Action is to approve Modification No. 8 to Contract No. AE275020011497 issued to continue program management support services in support of Interstate 105 (I-105) High Occupancy Toll Lanes Conversion Final Design Plans, Specifications, and Estimates (PS & E) preparation. The work will cover the final design phase for the I-105 Express Lane corridor improvements between I-405 and Central Avenue.

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

On June 25, 2015, the Board awarded a 36-month firm fixed price Contract No. AE275020011497 to Parsons Brinckerhoff (now WSP USA, Inc.) for ExpressLanes Program Management Support Services for \$7,700,000 effective on September 14, 2015.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a technical analysis, independent cost estimate (ICE), cost analysis, and fact finding of the work to be performed.

Proposal Amount	Metro ICE	Negotiated Amount
\$21,523,722	\$15,456,000	\$18,788,594

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT

AE275020011497

Mod No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Modification to Attachment A and Schedule 1 to Attachment A	Approved	5/24/16	\$0.00
2	Modification to A.2, Schedule 1b to Attachment A.2, and extend Period of Performance	Approved	2/3/17	\$0.00
3	Modification to add Schedule 1.c to Attachment A.2	Approved	4/17/17	\$0.00
4	Modification to increase contract value	Approved	8/10/17	\$165,865.18
5	Modification to increase contract value	Approved	10/18/17	\$499,928.00
6	Modification to increase contract value	Approved	8/16/19	\$104,206.82
7	Modification for Interstate 105 ExpressLanes Project, 30% Design and PA/ED	Approved	10/16/19	\$5,677,001.00
8	Modification for PS&E services for I-105 Segment A ExpressLanes Project	Pending	Pending	\$18,788,594.00
	Modification Total:			\$25,235,595.00
	Original Contract:			\$7,700,000.00
	Total			\$32,935,595.00

DEOD SUMMARY

EXPRESSLANES PROGRAM MANAGEMENT SUPPORT
SERVICES/AE275020011497**A. Small Business Participation**

DEOD established a 25% Small Business Enterprise (SBE) goal for this Task Order contract for the participation of SBE certified firms. WSP USA made a 25% SBE overall commitment for this contract. The overall SBE participation is based on the cumulative value of all task orders issued.

To date, seven (7) task orders, and subsequent modifications, have been awarded. Based on payments reported, contract is 73.64% complete and the cumulative SBE participation of all task orders awarded is 29.18% which exceeds the commitment by 4.18%.

Small Business Commitment	25% SBE	Small Business Participation	29.18% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	AFSHA Consulting, Inc.	TBD	1.77%
2.	Arellano Associates	TBD	0.11%
3.	Diaz Yourman & Associates	TBD	3.61%
4.	Epic Land Solutions	TBD	0.40%
5.	FPL and Associates, Inc.	TBD	TBD
6.	Galvin Preservation (GPA)	TBD	TBD
7.	Intueor Consulting	TBD	1.58%
8.	Kal Krishnan Consulting	TBD	0.12%
9.	Noble Insight, Inc.	TBD	TBD
10.	Redhill Group, Inc.	TBD	0.15%
11.	System Metrics Group, Inc.	TBD	7.02%
12.	Terry Hayes & Associates	TBD	TBD
13.	VCS Environmental	TBD	0.01%
14.	Value Management Strategies, Inc.	TBD	0.37%
15.	WKE, Inc.	TBD	14.04%
	Total	25%	29.18%

¹Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP 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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.