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Agenda - Final

Wednesday, April 20, 2022

10:30 AM

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Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair
Ara Najarian, Vice Chair
Kathryn Barger
James Butts
Hilda Solis
Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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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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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars ($10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
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The Committee Meeting begins at 10:30 AM Pacific Time on April 20, 2022; 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 will be taken 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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Marque: 888-251-2949 y ingrese el codigo
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, and 7.

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

CONSENT CALENDAR

5. SUBJECT: 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM 2022-0132

RECOMMENDATION

ADOPT the resolution for the 2023 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments: Attachment A - Resolution for the 2023 Los Angeles County TIP

6. SUBJECT: FIRST/LAST MILE ON-CALL CONSULTING SERVICES 2022-0017

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of $500,000, increasing the total contract value from $475,000 to $975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.

Attachments: Attachment A - Procurement Summary DMU
Attachment B - Modification Change Order Log DMU
Attachment C - DEOD Summary
Presentation

7. SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 (CRRSAA AND ARPA FUNDING) GRANT PROGRAM 2022-0104

RECOMMENDATION

CONSIDER:

A. APPROVING the recommended Federal Transit Administration (FTA)

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding awards totaling $2,817,612, as authorized under the Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act funds for Operating Projects as shown in Attachments A, B and C;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the sub-recipient agencies receiving awards; and

C. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

Attachments: Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Areas
Attachment B - Lancaster-Palmdale Urbanized Areas
Attachment C - Santa Clarita Urbanized Areas
Attachment D - Evaluation Criteria

NON-CONSENT

8. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT 2021-0693

RECOMMENDATION

CONSIDER:

A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and

2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination

with the Los Angeles County Clerk and the State of California Clearinghouse

Attachments: Attachment A - Executive Summary
Attachment B - Findings of Fact
Attachment C - MMRP
Attachment D - Map of Proposed Project
Attachment E - Outreach Summary
Attachment F - Conceptual Renderings of Proposed Project
Presentation

WITHDRAWN:

9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT **2022-0141**

RECOMMENDATION

~~RECEIVE AND FILE status report on the January 2022 Motion 10 by Directors Hahn, Solis, Garcetti, Mitchell and Dutra on the West Santa Ana Branch Transit Corridor Project.~~

Attachments: Attachment A - January 2022 Motion 10
Attachment B - February WSAB City Manager TAC Presentation

10. SUBJECT: INTERSTATE 10 HOV LANES PROJECT PROGRAMMING INCREASE 2022-0124

RECOMMENDATION

CONSIDER:

A. APPROVING $21,749,863 of additional Congestion Mitigation and Air Quality (CMAQ) programming within the current FY22 budget allocation; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute the necessary amendments to existing agreements for additional funding to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57.

Attachments: Attachment A - Caltrans Letter 2-14-2022

11. SUBJECT: LITTLE TOKYO/ARTS DISTRICT JOINT DEVELOPMENT 2021-0725

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute a Memorandum of

Understanding (MOU) with the City of Los Angeles related to the joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).

Attachments: Attachment A - Site Map

Presentation

WITHDRAWN:

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT **2022-0160**

RECOMMENDATION

~~RECEIVE AND FILE the following updates on the Eastside Transit Corridor Phase 2 Project:~~

~~A. Streamlining the Project's path forward on the National Environmental Policy Act (NEPA);~~

~~B. Funding strategy for the Initial Operating Segments (IOS) and the full project to the City of Whittier; and~~

~~C. Project delivery approaches and pre-construction activities.~~

Attachments: Attachment A - Eastside Phase 2 Project Map

Presentation

13. SUBJECT: HIGH DESERT CORRIDOR RAIL PROJECT 2022-0171

RECOMMENDATION

CONSIDER:

A. APPROVING $1,236,500 for Fiscal Year 2023 to complete the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental document for the High Desert Corridor (HDC) Rail Project and other related activities as further described in Attachment A;

B. APPROVING an increase of $500,000 in Life-of-Project (LOP) budget for the High Desert Intercity Rail Corridor Service Development Plan for a new total LOP budget of $5,125,000;

C. REPURPOSING $1,736,500 of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition for the High Desert Corridor High Speed Rail Project and the

Service Development Plan to fund the above two recommendations; and

D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary funding agreements with HDC JPA.

Attachments: Attachment A - High Desert Corridor Joint Powers Authority Budget Request

14. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS 2022-0123

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Attachments: Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2022-0226

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

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

Metro

Board Report

File #: 2022-0132, **File Type:** Resolution **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the resolution for the 2023 Los Angeles County Transportation Improvement Program as shown in Attachment A.

ISSUE

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implement the projects to be included in the 2023 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2022/23 - 2027/28. Inclusion of projects in the FTIP is required for the allocation of federal funds, and of state and regional funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP - a six-year document that lists projects to be funded with federal, state, and regional funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This outcome is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal, state and regional requirements, including the timely implementation of projects that help reduce air pollution.

DISCUSSION

Projects from each of SCAG's six counties are included in their respective Transportation Improvement Program (TIP) and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California and covers six FFYs. SCAG's 2021 FTIP, which programs funds covering FFY 2020/21 - 2025/26 was approved by

the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on April 16, 2021.

As the MPO, SCAG serves as the regional forum for cooperative decision making by local governments and one of its primary responsibilities is the fulfillment of the RTP/SCS and FTIP. The RTP/SCS is a long-range visioning plan that affirms SCAG's commitment to advancing justice, equity, diversity, and inclusion through the adoption of its Racial Equity Early Action Plan.

SCAG is scheduled to adopt the 2023 FTIP in September 2022. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2023 FTIP, which is anticipated in December 2022. The 2023 Los Angeles County TIP includes about 900 projects valued at approximately $23 billion for about 100 agencies. The deadline for Metro to submit the LA County TIP and Board Resolution to SCAG is April 30, 2022.

DETERMINATION OF SAFETY IMPACT

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. The Los Angeles County TIP will allow Metro and other project sponsors to program and receive funding and the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to program and secure federal, state, and regional funds for projects in Los Angeles County.

Impact to Budget

Adoption of the resolution has no impact on the FY 2022 Budget.

EQUITY PLATFORM

The 2023 FTIP enables the programming of federal, state, and regional funds that support the planning and implementation of various transportation projects covering the Los Angeles region, including 88 agencies and the County of Los Angeles. Each agency independently coordinates and undertakes community engagement processes specific to the types of transportation improvements as it seeks to develop equitable and responsive planning. Agencies lead and prioritize all elements of proposed transportation improvements including environment review, procurement, community outreach, design, and construction.

In addition, in its adoption of the 2023 FTIP, SCAG ensures that agencies are guided by the framework of its Racial Equity Early Action Plan, which sustains SCAG's regional leadership in service of equity and social justice over the years to come. Specifically, RTP/SCS 2024 proposed definitions for Equity Analysis Population and Areas currently align with Metro's Equity Focus Communities definition, including geographic concentration of people of color, low-income households, and zero-vehicle households. As a result, projects in the FTIP, through its six-year cycle, are committed to meeting this framework when engaging in the planning, design, or construction

processes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item advances the achievement of all five goals of the Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in SCAG's 2023 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and regional funding allocations for their projects. This lack of action may jeopardize the timely implementation of projects in Los Angeles County that have funds programmed through FFY 2027/28. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

NEXT STEPS

With Board approval of our recommendation, staff will submit the resolution to SCAG by the April 30, 2022, deadline.

ATTACHMENTS

Attachment A - Resolution for the 2023 Los Angeles County TIP

Prepared by: Nancy Marroquin, Sr. Manager, Countywide Planning & Development, (213) 418-3086
Michael Richmai, Sr. Manager, Countywide Planning & Development, (213) 922-2558
Ashad Hamideh, Interim Deputy Executive Officer, Countywide Planning & Development, (213) 922-5539
Michael Cano, Interim Executive Officer, Countywide Planning & Development, (213) 418-3010
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) WHICH CERTIFIES THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2022/23 – 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2022/23 – 2027/28 Los Angeles County TIP with funding for FFY 2022/23 and FFY 2023/24 available and committed, and reasonably expected to be available for FFY 2024/25 through FFY 2025/26.

NOW, THEREFORE, BE IT RESOLVED by LACMTA that it affirms its continuing commitment to the projects in the FFY 2022/23 – 2027/28 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2022/23 – 2027/28 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be made available to carry out the Program in years three and four, and certifies that:

1. Projects in the FY2022/23 – 2027/28 Los Angeles County TIP are consistent with the 2022 State Transportation Improvement Program as approved by the California Transportation Commission in March 2022; and

2. Los Angeles County has the funding capacity from its Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund projects, as applicable, in the FFY 2022/23 – 2027/28 Los Angeles County TIP; and

3. The local match for projects funded with federal STBG Program and CMAQ Program funds is identified in the Los Angeles County TIP; and

4. All the Federal Transit Administration funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this ___ day of _____, ____.

CERTIFICATION

_____
COLLETTE LANGSTON
LACMTA Board Clerk

DATED:
(SEAL)

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

File #: 2022-0017, **File Type:** Contract **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: FIRST/LAST MILE ON-CALL CONSULTING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of $500,000, increasing the total contract value from $475,000 to $975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.

ISSUE

The existing FLM on-call contractor was procured to address a variety of as-needed FLM program needs, including early phase work on projects funded through Cycle 1 of the Measure M Metro Active Transport Program. Board action is required to increase the total contract value as the number of recipients who requested Metro to perform early phase work was more than anticipated. Note that this consultant work is cost neutral to Metro as it will draw from the grant awards.

BACKGROUND

In September 2019, following a competitive Small Business Set-Aside procurement, a three-year Contract No. PS61079000, First/Last Mile On-Call Consulting Services, was awarded to DMUDP. This contract is intended to support various program needs as they arise, such as assessments for grant applications, FLM planning methodology and tool updates and/or early phase work on MAT-funded projects. Staff has executed 2 task orders to date:

- Development of a project prioritization methodology prompted by the adopted FLM Guidelines, and
- Development of standardized Pathway Map Template and style guide for future FLM plans.

The contract was awarded in the amount of $475,000. The request to increase the total contract value is substantially driven by activities under the MAT program, described as follows:

MAT Program

Included in the Measure M Expenditure Plan, the MAT Program will allocate $857 million (2015 dollars) for investment in active transportation infrastructure over 40 years. In January 2021, the Metro Board approved the Cycle 1 project selection and programming of the MAT Program. A core component of Cycle 1 is to test different partnership and project delivery models, including for Metro to lead early project phases. The on-call contractor will be tasked with supporting the early phases of four (4) of the MAT FLM projects. Funding for this option for Metro to lead early phase work will draw from the grant awards programmed for the recipient jurisdictions and is not an additional financial commitment from Metro. This option was selected by five (5) out of the eleven (11) MAT FLM projects selected for funding (noting that one of the five will be contracted separately): Culver City, East LA Civic Center, LAX/Aviation, Sepulveda G Line Station, and Western/Slauson. Cooperative agreements were fully executed with the City of Los Angeles and Los Angeles County in September 2021 for these projects.

Other anticipated near-term task orders include:

Transit to Parks Summit
Staff will convene a Transit to Parks Summit. The approach consists of a one-to-two-day virtual event which will leverage the agency's role as a regional convenor to advance community-supported Transit to Parks projects. Staff anticipates tasking the on-call contractor with developing materials and assisting with logistics for the summit.

Environmental Review
In May 2021, the Metro Board adopted the FLM Guidelines (Guidelines). The Guidelines provide an option for Metro to prepare environmental review documentation for FLM projects. Staff anticipates tasking the on-call contractor with developing a consistent approach for these reviews and may further utilize contractor services to prepare documentation.

DISCUSSION

MAT Program Structure & Intent

The MAT program encourages partnerships with local jurisdictions in order to initiate projects that emphasize Metro policies and objectives and that allow for close coordination of project elements which can be either on Metro property or in public right of way. As such, Cycle 1 as approved by the Board, provided an option, at the request of project recipient cities, for Metro to lead early phase work (up to the 15%-level design phase) preceding a handoff for completion of design and construction. Leading this work will allow for consistency with Metro's FLM program goals and approach, including partnering with community-based organizations and piloting implementation and partnership models. This approach for MAT projects will inform and improve future project collaboration to be applied to the larger portfolio of FLM program work which will also be initiated by Metro and handed off to jurisdictions for implementation, as envisioned in Board-adopted FLM Guidelines.

Schedule and Efficiency

Increasing the total contract value will allow staff to execute task orders to the FLM on-call contractor to support this work, which will allow for flexibility and responsiveness necessary to maintain the

schedule for each project. Completing the early phases for these projects expeditiously is critical for several reasons, including:

- Facilitating an efficient handoff to jurisdictions for implementation as funds are programmed for Cycle 1 projects through FY25.
- Project locations have time sensitive coordination requirements and needs relating to other projects, including Rail to River Active Transportation Corridor Project - Segment A (Western/Slauson) and Airport Metro Connector (LAX/Aviation).
- Based on recent crash data, project locations have higher rates of severe injury or fatal pedestrian-involved crashes compared to Countywide, demonstrating the need for targeted and timely safety interventions.

Total Contract Value Increase

This work requires a larger need for consultant services than initially anticipated due to the number of projects opting for Metro to lead the early project phases and cost uncertainty related to community engagement as a result of the ongoing COVID-19 pandemic.

Small Business Enterprise and Team Composition

The recommendations will benefit SBEs as the FLM on-call contractor is a Small Business Prime and two (2) out of the five (5) subcontractors are SBEs. The contract was procured under the Small Business Set-Aside Program. In March 2019, staff issued a request for proposal and six (6) firms responded with proposals. They were evaluated based on several factors including cross-team capability, approach to project management, and breadth of experience across all needed specialties. DMUDP and their team of five (5) subcontractors were selected for several reasons, including:

- Experience in all phases of project delivery (planning through final design).
- Excellence in all needed specialties (planning, engineering, environmental).
- Track record of producing high quality work product.
- Track record of collaboration with local agencies and community-based organizations.

Other FLM Projects

FLM plans for specific stations will be procured separately through near-term new competitive procurements. Of note during FY22, the development of an FLM plan for the three (3) Regional Connector Project stations and one (1) K Line station will be procured by a new Request for Proposals.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action. However, the FLM on-call contractor will support the advancement of near-term FLM projects that are intended to improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.

FINANCIAL IMPACT

For FY22, staff activity for applicable projects are included in the adopted budget. For future years, cost center managers are responsible for budgeting.

Impact to Budget
For the MAT Program, the source of funds is Measure M 2% Active Transportation, and will draw from grant awards programmed for the recipient jurisdictions. There is no impact to the adopted FY22 budget.

EQUITY PLATFORM

The range of activities facilitated by this recommendation will improve equity outcomes for a variety of marginalized or vulnerable groups and broadly benefit pedestrians, bicyclists, people using other rolling modes, and transit riders, the latter of which are more likely to be people of color, lower-income, and people with disabilities. Specific groups are more likely to be disadvantaged within the project areas and on nearby transit lines. Notably:

- Three out of four project areas (East LA Civic Center, LAX/Aviation, and Western/Slauson) have a median household income less than the median household income Countywide.
- Western/Slauson has a greater proportion of Black, Indigenous, and People of Color (99.33%) compared with Countywide (72.02%).
- East LA Civic Center has a greater proportion of households with Limited English Proficiency (25.04%) compared with Countywide (14.70%).
- Transit riders on Metro Local 108 (Western/Slauson) are more likely to be disadvantaged than riders systemwide, with 71.10% of riders living below the poverty line and 91.82% of riders without an available car (i.e., transit dependent)
- Transit riders of the Metro C (Green), E (Expo), and L (Gold) lines are slightly less likely to be disadvantaged across multiple metrics than riders systemwide, however they are more likely to be disadvantaged compared with Countywide.

This recommendation will also benefit minority or women owned businesses, as this work will be directed to the existing FLM on-call contractor. The FLM on-call contractor is a woman owned business and several of the subcontractors on the team are also either minority or women owned businesses.

Strategies to mitigate any potential negative consequences of this recommendation are robust community engagement and partnerships with community-based organizations (CBOs). Staff will deploy multiple strategies to ensure our target audience, particularly those commonly excluded from traditional engagement methods, are engaged throughout the planning process. These strategies include bilingual (English and Spanish) engagement materials, online surveys, online workshops and meetings, door-to-door flyering, and opportunities for individuals who may not own a computer or mobile device to provide input. To address potential gentrification and displacement impacts, local jurisdictions also have the option to apply for grant writing and technical assistance through Metro to assist with and mitigate gentrification and displacement pressures.

With substantial input from the Metro Policy Advisory Committee (PAC), Cycle 1 of the MAT Program

was designed around equity by targeting high-need areas through a streamlined application process. Of note, the program developed a list of eligible project locations and a ranking methodology. This methodology uses a composite metric, based on the CalEnviroScreen Disadvantage Communities Score, California Healthy Places Index, SCAG's Communities of Concern, Metro's Equity Focus Communities, and transit ridership, to identify high-need locations eligible for funding. Jurisdictions associated with highly ranked project locations were invited to submit a Letter of Interest (LOI). This decision will allow staff to initiate the planning process, including a robust community engagement strategy, for four (4) of the MAT FLM projects selected to receive funding. Upon completion of projects, local agencies will be required to collect and submit data for project closeout, including collision counts and pedestrian/bicyclist counts, which can be used to track impacts to vulnerable groups over time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation advances several Strategic Plan Goals including:

- Goal #2: Outstanding trip experiences for all. MAT FLM projects will result in outstanding trip experiences by improving the time getting to and from the transit stations and making trip experiences safer, more comfortable, and more accessible.

- Goal #4: Transform LA County through collaboration and leadership. By Metro leading the early project development phases of several MAT project, this prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Contract Modification. However, this is not recommended as this would impair and/or delay the MAT program, which is a funding commitment in the Measure M Expenditure Plan.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 1 and work with the FLM on-call contractor to issue task orders for the early project development phases for the four (4) Metro-led MAT FLM projects.

In the future, staff will limit lead work on behalf of grantee local jurisdictions to within available contracting capacity.

ATTACHMENTS

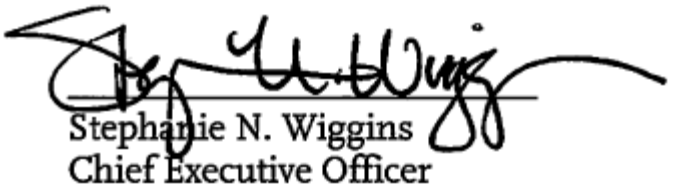
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Chris Moorman, Senior Transportation Planner, Countywide Planning & Development,

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

FIRST/LAST MILE ON-CALL CONSULTING SERVICES/PS61079000

1.	**Contract Number**: PS61079000			
2.	**Contractor**: Deborah Murphy dba Deborah Murphy Urban Design and Planning			
3.	**Mod. Work Description**: Increase contract value for additional work			
4.	**Contract Work Description**: First/Last Mile On-Call Consulting Services			
5.	**The following data is current as of**: 4/8/22			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/16/19	**Contract Award Amount:**	$475,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	9/18/22	**Pending Modifications (including this action):**	$500,000
	Current Est. Complete Date:	9/18/22	**Current Contract Value (with this action):**	$975,000
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Jacob Lieb		**Telephone Number**: (213) 922-4132	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued in support of first/last mile (FLM) on-call consulting services to support the early project development phases for four FLM projects of the Metro Active Transport (MAT) Program, activities related to the Transit to Parks Summit, and environmental review of projects included in Metro FLM Plans.

Contract modification(s) will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 16, 2019, a 3-year firm fixed price Contract No. PS61079000 in the amount of $475,000 was awarded to Deborah Murphy dba Deborah Murphy Urban Design and Planning for first/last mile on-call consulting services.

No modifications have been issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon technical evaluation and cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
$500,000	$500,000	$500,000

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

FIRST/LAST MILE ON-CALL CONSULTING SERVICES
PS61079000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Additional level of effort	**Pending**	**Pending**	**$500,000**
	Modification Total:			**$500,000**
	Original Contract:	**Approved**	**9/16/19**	**$475,000**
	Total:			**$975,000**

DEOD SUMMARY

FIRST/LAST MILE ON-CALL CONSULTING SERVICES/PS61079000

A. Small Business Participation

Deborah Murphy Urban Design + Planning, a Small Business Prime, made a 30.00% Small Business Enterprise (SBE) commitment. The project is 14% complete and the current SBE participation is 100.00%, exceeding the SBE commitment by 70.00%.

Small Business Commitment	SBE 30.00%	Small Business Participation	SBE 100.00%

	SBE Subcontractors	% Committed	Current Participation[1]
1.	Deborah Murphy Urban Design + Planning (SB Prime)	30.00%	34.49%
2.	City Works Design	N/A	65.51%
3.	Terry A. Hayes Associates, Inc.	N/A	0.00%
	Total	**30.00%**	**100.00%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.



We're supporting thriving communities.

FIRST/LAST MILE ON-CALL CONSULTING SERVICES

Item # 2202-0017

Planning and Programming Committee

April 20, 2022

Metro

Recommendation

> AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of $500,000, increasing the total contract value from $475,000 to $975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.

Background

- On-Call Contractor procured through a competitive process in September 2019
- Intended to assist with FLM program activities on as-needed basis
- Current needs exceed contract limit
- Current needs associated with initiating 4 FLM projects awarded through MAT program

MAT Projects

> Awarded as part of grant program, per Board-adopted setup

> Program allows option for Metro to lead early project phases preceding a handoff for design/construction

> Metro-led activities draw from grant awards

> Benefits to Metro lead role

- Assures projects integrate key concepts, (e.g., CBO partnership)
- Informs upcoming FLM activities for transit corridor projects

Contracting Considerations

> Scale of work determined by number of projects requesting Metro lead

> Maintain schedule and efficiency

> SBE participation

- Procured under Small Business Set-Aside Program
- Prime contractor
- Subcontractors

> Other FLM work to be procured separately

Questions

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

File #: 2022-0104, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 (CRRSAA AND ARPA FUNDING) GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the recommended Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding awards totaling $2,817,612, as authorized under the Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act funds for Operating Projects as shown in Attachments A, B and C;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the sub-recipient agencies receiving awards; and

C. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

ISSUE

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) allocated $3,064,461 in FTA Section 5310 funds to the three urbanized areas in Los Angeles County. In March and July 2021, the Metro Board directed staff to initiate a competitive solicitation for these funds. Staff notified the Board in October 2021 that a solicitation would be released to existing sub-recipients. Applications were due on November 24, 2021. This report presents the funding recommendations for Board approval and summarizes the solicitation and evaluation process.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) is the Designated Recipient of

FTA Section 5310 Program funds in urbanized areas of Los Angeles County. Metro is responsible for fund planning, programming, distribution, management, and sub-recipient oversight.

DISCUSSION

Program Description

The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed-route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.

Funding Availability

A total of $3,064,461 in Section 5310 funds were made available through the solicitation process, with specific amounts allocated to the following Urbanized Areas (UZAs): $2,517,612 for Los Angeles -Long Beach-Anaheim, $227,625 for Santa Clarita, and $319,224 for Lancaster-Palmdale. These available Section 5310 funds include CRRSAA and ARPA funds appropriated for COVID-19 relief to support the transit industry during the COVID-19 public health emergency, in addition to unobligated funds that were appropriated in Federal Fiscal Year (FFY) 2020.

Application Process

On October 1, 2021, a notice of funding availability was transmitted to current Metro sub-recipients and posted on the Metro website. Metro hosted one information workshop on October 19, 2021. Fourteen responsive applications requesting over $3.53 million in federal grants were received by the November 24, 2021 deadline.

Evaluation and Ranking

Two panels were convened to evaluate the applications. The ranking of each project is shown in Attachments A, B and C. Funding was allocated to the applications that ranked highest until the funds were depleted. Attachment D contains the Board-approved evaluation criteria applied by panel members in scoring the proposals.

Consistent with Board direction from Board Report dated April 17, 2019, Approve Solicitation and Allocation Process, funding awards are limited to proposals with a final competitive score of 70-100. However, due to the competitive nature of this solicitation, several projects scoring above 70 were not recommended for funding. Preliminary funding recommendations were distributed to proposing agencies on February 8, 2022. A total of ten projects were recommended for funding, including one that was partially funded, and four projects were not recommended for funding.

The Board-approved process ensures that the Section 5310 funds are fairly and equitably allocated to eligible sub-recipients. Where feasible, projects are coordinated with transportation services

assisted by other federal agencies.

Technical Advisory Committee (TAC) Appeals

On March 2, 2022, TAC heard from two applicants appealing their preliminary award recommendations. One of the agencies appealing was Workforce Development, Aging and Community Services (WDACS) of Los Angeles County, which received partial preliminary funding. The other agency, Westside Pacific Villages (WPV), did not receive any preliminary funding. After hearing the presentations, TAC approved a motion supporting the preliminary funding recommendation and recommended further that the funds set-aside for the TAC appeals process be split between WDACS and WPV, offering both a partial award with the remaining unallocated Section 5310 balance for the Los Angeles-Long Beach-Anaheim UZA. Metro staff agrees with the TAC recommendation and has reflected this in the attached award recommendations.

Administrative Scope Changes

Grant sub-recipients may request to re-scope their project(s) from what is approved by the Board. The proposed recommendation will delegate to the CEO or their designee the authority to administratively approve minor changes to the scope of work. Minor changes include those which meet all the following criteria: 1) The scope change is consistent with the defined project limits as approved by the Board; 2) the scope of work, as modified, continues to meet the original intent of the approved project scope; and 3) to the extent that the scope change results in a reduced total project cost, the new total project cost shall be within 20% of the original total project cost.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on safety.

FINANCIAL IMPACT

The FY22 budget includes a total of $5.17 million for the Section 5310 Program in Cost Center 0441, Subsidies to Others, under Project 500005 (Seniors and Disabilities - S5310).

Since these are multi-year projects, the cost center manager and the Chief Planning Officer will be responsible for budgeting project expenses in future years.

Impact to Budget

The source of funds for the Program is Federal Section 5310, which is not eligible for Metro’s bus and rail operating and capital budgets.

EQUITY PLATFORM

The Section 5310 Program focuses on a target population of older adults and persons with

disabilities who face unique challenges in accessing mobility options in LA County. Metro recently engaged these groups and other stakeholders to assess disparities as part of the Coordinated Plan update in 2020. After considering data on disparities related to income, disability, and age, and with input from the public, Metro approved a Coordinated Plan (2021-2024) that focuses on the mobility needs of the target population-seniors and persons with disabilities as a demographic priority. Metro carried this consideration through the current solicitation. Consistent with the goals of the Section 5310 (CRSSAA and ARPA funding) Grant Program, Metro evaluated and prioritized project proposals based on demonstrated funding need related to COVID-19 impacts, as well as project feasibility and readiness. Additionally, in an effort to gather data that might aid future disparity analysis, applicants identified service areas at the zip code level. This information may be used in future Coordinated Plan updates to define more acutely areas or populations of higher need within the target population.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds and the projects recommended for funding awards in Attachments A, B and C would not be implemented. A portion of funds will lapse this year if left unobligated for eligible projects within a certain amount of time after appropriation. Without Board approval, Metro could risk losing $410,227 in Section 5310 Program funds that will lapse if not obligated in an FTA grant by September 30, 2022.

NEXT STEPS

With Board approval, staff will send a notification of final funding award to each project sponsor and will submit the Section 5310 grant applications to the FTA on their behalf. Once the FTA awards the grants, staff will develop and execute grant pass-through agreements with those agencies as sub-recipients. As the Designated Recipient for these funds, staff will work to ensure that sub-recipients comply with all federal rules, regulations and requirements. At the conclusion of this programming cycle, there will be remaining balances in Section 5310 fund apportionments for the Lancaster-Palmdale UZA (approx. $169,224) and Santa Clarita UZA (approx. $77,625), which will be allocated to Access Services' operations, consistent with past practice (e.g., Board Boxes dated June 22, 2021: New Funding Award for the Federal Transit Administration Section 5310 Grant Program, and October 1, 2021: Funding Opportunity: Federal Section 5310 Program).

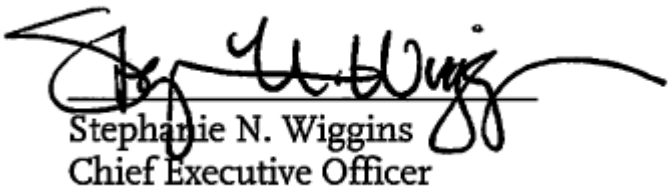
ATTACHMENTS

Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Area
Attachment B - Lancaster-Palmdale Urbanized Area

Attachment C - Santa Clarita Urbanized Area
Attachment D - Evaluation Criteria

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FTA SECTION 5310
CRRSSA & ARPA Funding
Funding Award Recommendations

LOS ANGELES/LONG BEACH/ANAHEIM URBANIZED AREA

Operating Projects

ATTACHMENT A

Rank	AGENCY	PROJECTS RECOMMENDED FOR FUNDING AWARD	ELIGIBLE COST ($)	AWARD
1	City of Glendale	**Glendale Dial-A-Ride Service:** Operating assistance to maintain the same level of Dial-A-Ride service for Seniors and Individuals with Disabilities, during the COVID-19 pandemic.	$1,096,911	$300,000
2	City of Pasadena	**Pasadena Dial-A-Ride COVID-19 Safety Response:** Operating assistance for COVID-19 PPE and food bank trips.	$250,820	$250,820
3	FAME Corporations	**FAME Senior & Individuals with Disability Mobility Program:** Operating assistance for 18 months of new transportation services for Seniors and Individuals with Disabilities, in collaboration with Community Based Organizations.	$290,813	$290,813
4	AltaMed Health Services	**AltaMed Senior Transportation Services:** Operating assistance for nine (9) months of fleet bus maintenance and fuel for AltaMeds vehicles providing door-through-door transportation to frail seniors through its PACE (Program of All-inclusive Care for the Elderly) program.	$300,000	$300,000
5	Los Angeles Jewish Home (LAJH)	**LAJH Response to COVID-19 Impacts:** Operating assistance for two (2) years to increase driver capacity by adding three (3) full-time drivers and purchasing PPE supplies.	$298,532	$298,532
6	PIH Health Good Samaritan Hospital	**Mobility Management Continuity:** Operating assistance for two (2) years to continue its transportation program for Seniors and Individuals with Disabilities by funding one (1) FTE mobility manager.	$231,814	$231,814
7	Pomona Valley Transportation Authority (PVTA)	**Pomona Valley Travel Training for Seniors and Persons with Disabilities:** Operating assistance for three (3) years for greather transportation access by funding one (1) FTE travel trainer.	$270,000	$270,000
8	City of El Monte	**El Monte Senior Transportation Service Program:** Operating assistance for two (2) years to reinstate and expand its existing transportation program for Seniors and Individuals with Disabilities.	$300,000	$300,000
9	Workforce Development, Aging and Community Services (WDACS) [1-2]	**WDACS Senior/Disabled Transportation Services:** Operating assistance for two (2) years to administer its transportation programs for Seniors and Individuals with Disabilities.	$300,000	$212,693
10	Westside Pacific Villages [2]	**WPV CARES COVID-19 Transportaiton Program:** Operating assistance for three (3) years to continue and enhance its transportation program for Seniors and Individuals with Disabilities.	$133,299	$62,940
TOTALS				**$2,517,612**

[1] Recommended for partial funding due to funds being depleted.
[2] Recommended for additional funds that were set-aside for the TAC appeals process and approved by management.

FTA SECTION 5310
CRRSSA & ARPA Funding
Funding Award Recommendations

LOS ANGELES/LONG BEACH/ANAHEIM URBANIZED AREA

Operating Projects

ATTACHMENT A

Rank	AGENCY	PROJECTS NOT RECOMMENDED FOR FUNDING AWARD	ELIGIBLE COST ($)	REQUEST
9	Workforce Development, Aging and Community Services (WDACS) [3]	**WDACS Senior/Disabled Transportation Services:** Operating assistance for two (2) years to administer its transportation programs for Seniors and Individuals with Disabilities.	$300,000	$87,307
10	Westside Pacific Villages [3]	**WPV CARES COVID-19 Transportaiton Program:** Operating assistance for three (3) years to continue and enhance its transportation program for Seniors and Individuals with Disabilities.	$133,299	$70,359
11	Disabled Resources Center, Inc. [3]	**Travel Training and Mobility Management Program:** Operating assistance for three (3) years to continue its safety-oriented Mobility Management/Travel Training program for Seniors and Individuals with Disabilities.	$300,000	$300,000
12	Pearl Transit Corp [3]	**24-hour Demand Response Transportation:** Operating assistance for one (1) year for 24-hour demand response transportation and trip planning services for Los Angeles County.	$1,273,032	$300,000
	TOTALS			**$757,666**

[3] Although the project proposal met the minimum score requirement, funds have been depleted.

FTA SECTION 5310
CRRSSA & ARPA Funding
Funding Award Recommendations

LANCASTER/PALMDALE URBANIZED AREA

Operating Projects

ATTACHMENT B

Rank	AGENCY	PROJECTS RECOMMENDED FOR FUNDING AWARD	ELIGIBLE COST ($)	AWARD
1	Access Services	**Access Services Transfer Trips Program:** Operating assistance for two (2) years to continue Access Services "Transfer Trips" program to provide seamless service and connectivity into the Los Angeles Basin area for Access eligible customers in the Lancaster-Palmdale and Santa Clarita areas.	$150,000	$150,000
	TOTALS			**$150,000**

Rank	AGENCY	PROJECTS NOT RECOMMENDED FOR FUNDING AWARD	ELIGIBLE COST ($)	REQUEST
2	Antelope Valley Transit Authority (AVTA) [1]	**Enhanced Dial-A-Ride:** Operating assistance for two (2) years to continue microtransit services for Seniors and Individuals with Disabilities.	$1,289,508	$300,000
	TOTALS			**$300,000**

[1] The project proposal did not meet the minimum score requirement to receive an award.

FTA SECTION 5310
CRRSSA & ARPA Funding
Funding Award Recommendations

SANTA CLARITA URBANIZED AREA

Operating Projects

ATTACHMENT C

Rank	AGENCY	PROJECTS RECOMMENDED FOR FUNDING AWARD	ELIGIBLE COST ($)	AWARD
1	Access Services	**Access Services Transfer Trips Program:** Operating assistance for two (2) years to continue Access Services "Transfer Trips" program to provide seamless service and connectivity into the Los Angeles Basin area for Access eligible customers in the Lancaster-Palmdale and Santa Clarita areas.	$150,000	$150,000
	TOTALS			**$150,000**

FTA Section 5310 (CRRSSA & ARPA Funding) Grant Program

Solicitation for Proposals & Application

EVALUATION CRITERIA

The following summarizes general project narrative application requirements and the corresponding maximum points possible for each segment (100 points maximum)

A. Scope of Work, Need, Objectives, Coordination and Outreach (Up to 45 points)

- Existing services and target populations served; detail proposed scope of work including: need, objectives, changes, improvements, and how it is aligned with program goals; describe the immediate need for funding for COVID-19 related service impacts; present project readiness/schedule; explain how program funds requested will apply to meet project requirements (30 points).
- Project goals aligned with goals and strategies of the 2021-2024 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County (10 points).
- Specific details demonstrating project development and/or implementation coordination with others (3 points).
- Marketing, promotion, public awareness plans (2 points).

B. Project Implementation, Operating and Management Plans (Up to 20 points)

- Project management plan, project milestones and deliverables, and role and experience of key personnel (8 points).
- Contingency plan details: service, staffing, mechanical, and technical (8 points).
- Prior experience and performance providing similar/same transportation related services and managing federal pass-through grants. Where none, prior experience and performance in non-transit services to target populations (4 points).

C. Performance Indicators and Project Effectiveness (Up to 15 points)

- Quantitative and applicable qualitative project performance measures over the life of project including methodology to develop estimates (10 points).
- Evaluation of project effectiveness and strategies to mitigate poor performance (3 points).
- Tools & procedures to collect, track, and report project performance (2 points).

D. Project Financial Plan / Project Readiness (Up to 10 points)

- Completion of project financial plan table with expenditure amounts by quarter.
- Description of how schedule is realistic to enable project completion.

E. Budget Justification (Up to 10 points)

- Assumptions used to prepare project budget.
- Attachment of three quotes for purchase of equipment, supplies, and/or services.
- Identification of all sources and amounts of revenue and/or grants to support project.
- Identification & eligibility of federal funds requested.

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

File #: 2021-0693, **File Type:** Project **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and

2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project) would build a high-quality BRT line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B/G Line (Red/Orange) Station, the Memorial Park L Line (Gold) Station, and Pasadena City College (PCC). The Proposed Project is funded through Measure M and SB-1 funds with an anticipated opening date of 2024. It aims to meet the priorities set out in 'Metros Vision 2028 strategic plan <http://media.metro.net/about_us/vision-2028/report_metro_vision_2028_plan_2018.pdf> to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves.

Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be

considered for certification by the Board. The Executive Summary of the Final EIR is included as Attachment A. Certification of the Final EIR also includes approval of the Findings of Fact (Attachment B) and the Mitigation Monitoring and Reporting Program (Attachment C).

BACKGROUND

The Proposed Project is a 19-mile BRT corridor with 22 stations. The study area serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena (Attachment D). Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

Of the 700,000 daily trips in the study area, the majority of trips are destined to locations within the corridor, and only a third of these trips currently travel through the entire corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips, as transit currently accounts for only 2% of trips despite the presence of Metro rail connections at both ends of the corridor. The key challenge for the corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, improved service reliability, better transit access and enhanced passenger comfort and convenience. Regional connectivity is also a key element of the Proposed Project, especially given that this is among the region's largest commuter sheds without a premium transit service and serves several Equity Focus Communities (EFCs).

Metro Line 501 currently connects North Hollywood and Pasadena primarily via the SR-134 but has struggled to attract riders (approximately 1,500 daily boardings pre-COVID) in large part because it bypasses several major destinations along the corridor. The Proposed Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92,155, and 224. Additionally, the Proposed Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Proposed Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. As a result, the Proposed Project is anticipated to attract approximately 30,000 daily riders when it opens

In May 2021, the Metro Board approved staff's recommendation to adopt a refined version of the Proposed Project presented in the Draft EIR, which included refinements in Burbank and Glendale and two separate design options for Colorado Boulevard in Eagle Rock. Staff was also instructed to conduct additional stakeholder outreach and to continue coordinating with the corridor cities, particularly Burbank and Los Angeles (Eagle Rock), prior to completing the Final EIR. As a result of these additional efforts, staff worked with stakeholders to develop further refinements to the Proposed Project in Burbank and Eagle Rock. Details on the recommended refinements are provided in the discussion section below.

DISCUSSION

California Environmental Quality Act (CEQA)

As the CEQA Lead Agency and proponent for the Proposed Project, Metro has completed an EIR in

coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena. The EIR assessed the Proposed Project in addition to a No Project Alternative and an Improved Existing Bus Service Alternative. If the Metro Board certifies the Final EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance, the Proposed Project will advance into pre-construction and construction activities.
Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR adopt a Mitigation Monitoring and Reporting Program (MMRP). The purpose of the MMRP is to ensure that the measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Proposed Project are implemented. Metro is responsible for assuring full compliance with the provisions of the MMRP. A full description of the mitigation measures is included in the MMRP.

Prior to Board approval of the refined Proposed Project in May 2021, Metro released the Draft EIR for a 64-day public review and comment period beginning on October 26, 2020 and ending on December 28, 2020. Metro also hosted two virtual Public Hearings. 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. During these two-hour meetings, staff presented information about the Proposed Project and allotted time for public members to provide both verbal and written comments.

An online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period to give the public as much opportunity to comment. 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 hotline phone number, email, website, and via U.S. mail.

During the 64-day public comment period, nearly 450 comments were received through mail, email, voicemail, the website, and the two virtual public hearings. Approximately 280 of those comments were specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. The main comments received during the Draft EIR public review period are summarized as follows:

- Majority of comments supported and/or were not opposed to the Proposed Project;
- Most comments related to the different design options, particularly in Eagle Rock;
- Majority of Eagle Rock comments supported the Proposed Project with an overall preference for the new service to operate along Colorado Boulevard;
- There was significant support in Eagle Rock for the community-developed concept, which proposed reducing the number of general traffic lanes in order to accommodate the new dedicated bus lanes;
- Eagle Rock community emphasized the importance of consistency with the City of Los Angeles's Mobility Plan 2035; and
- Strong support for retaining existing bike infrastructure or introducing new bike infrastructure throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Responses to all comments received during the 64-day public review and comment period are contained in Chapter 4 of the Final EIR. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

Public Outreach

In response to the comments received on the Draft EIR, staff made several refinements to the Proposed Project, which were presented to and approved by the Board in May 2021. Following Board action, staff started work on the Final EIR and began an extensive community outreach effort. The primary purpose of the outreach was to present and gather feedback on additional refinements in Burbank and Eagle Rock made in the months following the May 2021 Board meeting. These outreach efforts, conducted throughout 2021 and into early 2022, are described in detail in the Outreach Summary (Attachment E), and are summarized as follows:

- **Virtual community meetings** held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community.

- **Transit Application/Rider Intercept Surveys** were conducted in September and October 2021 via Metro's Transit Application and in-person at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the B/G Line (Red/Orange) station in North Hollywood.

- **Door to door outreach to businesses** on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted in November and December 2021.

In addition, Metro received a significant number of comments through the Project's email address and phone number during Fall 2021. Most of these comments were related to the design options in Eagle Rock and emphasized the need to preserve median space, minimize parking loss and reduce traffic impacts. City of Los Angeles Council District 14 (CD14) in Eagle Rock also conducted an in-person open house in October 2021. Metro staff attended the meeting to help explain the Proposed Project and answer questions.

Proposed Project

The Proposed Project described within the Final EIR is the result of further coordination with the cities and extensive community input, including recent refinements in Burbank and Eagle Rock. Staff's proposed refinements seek to strike a balance between many of the key elements from the community-developed proposal submitted during the Draft EIR public comment period and the many concerns and/or issues raised by the community of Eagle Rock as a whole. It also addresses the concerns raised in the City of Burbank. Conceptual renderings of the Proposed Project are contained in Attachment F.

The capital cost of the Proposed Project is currently estimated to be in the range of $263 million to $386 million, including contingencies and escalation. The estimated costs are based on a conceptual level of project design and will be further refined as design and engineering advances. The annual operating and maintenance cost is estimated to be approximately $18.5 million. The attached Executive Summary to the Final EIR provides a detailed description of the proposed project.

The Proposed Project would generally include dedicated bus lanes on surface streets with adequate street width but will operate in general purpose traffic lanes on the freeway segments and in the City of Pasadena. Dedicated bus lanes are one of the most crucial components of BRT. In combination

with other BRT attributes such as transit signal priority, limited stops, all-door boarding, and enhanced stations, Bus lanes significantly improve bus speeds and service reliability by allowing for more consistent travel times and enhancing the customer experience. The implementation of these attributes ensures the BRT meets the project goals and objectives and maintains its high performance over time even as traffic congestion worsens.

The goals and objectives for the project are summarized as follows:

- Advance a premium transit service that is more competitive with private 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

A description of the Proposed Project by segment is provided below.

North Hollywood
The 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 SR-134 freeway). Lastly, the route would continue east via the SR-134 freeway to Pass Avenue. Proposed stations would be located at North Hollywood Station, which offers connections to the Metro B Line (Red) and G Line (Orange), and on Vineland Avenue at Hesby Street in the North Hollywood Arts District.

Burbank
The 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. The route would then operate along Alameda Avenue and Buena Vista Street to/from Olive Avenue in a combination of curb and side-running bus lanes.

During the Draft EIR public review and comment period and during on-going coordination with the City, concerns were raised regarding the implementation of curb-running dedicated bus lanes on Olive Avenue, particularly between Buena Vista Street and Victory Boulevard. The City's primary concerns centered around the potential elimination of on-street parking and the narrowing of sidewalks needed to accommodate the bus lanes.

In response to the concerns, an additional side-running design option for Olive Avenue was introduced. This option converts one traffic lane in each direction to bus lanes between Buena Vista Street and Lake Street. Under this option, the existing parking and sidewalk widths would remain unchanged and have no significant effects on traffic. For these reasons and based on additional feedback received, the original curb-running option between Buena Vista Street and Lake Street was removed from further consideration and the side-running option was evaluated in the Final EIR.

Lastly, the route would then operate in general traffic over the Olive Ave bridge before transitioning to/from curb-running bus lanes in Downtown Burbank. Along Glenoaks Boulevard between Olive Avenue and Alameda Avenue the Project includes a combination of general-purpose traffic lanes and center-running bus lanes.

Proposed stations in Burbank would be located on Olive Avenue at Riverside Drive, Alameda Avenue at Naomi Street to serve the Burbank Media District, Olive Avenue at Verdugo Avenue, Olive Avenue at Lake Street to serve the Burbank - Downtown Metrolink Station, and Olive Avenue at San Fernando Boulevard to serve Downtown Burbank.

Glendale
The route would operate via Glenoaks Boulevard in center-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would be at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. The route would continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) and 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 in Downtown Glendale, Broadway at Brand Boulevard (near the Americana and the Glendale Galleria), Broadway at Glendale Avenue and Broadway at Verdugo Road.

Eagle Rock
In May 2021, the Board approved two median/center-running design options for Colorado Boulevard east of Eagle Rock Boulevard to the SR-134 at Linda Rosa Avenue. One option reduced the number of traffic lanes to one in each direction (based on the community-developed proposal) and the second option maintained two existing traffic lanes in each direction (based on the original Route Option F1 in the Draft EIR). Both design options were advanced through further design and evaluated at an equal level of detail in the Final EIR. Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard, and Townsend Avenue.

Additional refinements to the Proposed Project were also incorporated into the Final EIR. These further refinements were a result of continued coordination with the City of Los Angeles and aimed to better accommodate the City's planned curb extensions as part of an Active Transportation Program; landscaped median space; parking preservation; enhanced bicycle lane infrastructure; traffic and pedestrian circulation; and additional traffic safety features. Based on further coordination with the City of Los Angeles and additional feedback from the community, staff recommends incorporating the design option of converting one travel lane in each direction to BRT lanes.

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 to serve the Memorial Park L Line (Gold) Station and Old Pasadena, as well as on Colorado Boulevard at Los Robles Avenue serving the Paseo Colorado and Playhouse District, at Lake Avenue to serve the South Lake Avenue neighborhood, and on Hill Avenue at Pasadena City College (PCC).

Proposed Project Benefits

As discussed above, the EIR also assessed a 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.

While the No Project Alternative results in no new potential environmental impacts, not implementing the Proposed Project would eliminate its associated benefits. These include improved transportation access and connectivity to jobs, education, medical facilities, and the regional transit network. Other additional benefits include reduced regional vehicle miles traveled (VMT), improved air quality, and opportunities for Transit-Oriented Communities. The No Project Alternative also fails to serve the Equity Focus Communities (EFCs) along the Project corridor.

Final EIR

The Proposed Project included in the FEIR was analyzed under all CEQA resources for both construction (temporary) and operation phases and was determined to have no significant and unavoidable impacts. There was a total of 16 potentially significant impacts related mostly to construction; however, these are temporary and can be reduced to less than significant with mitigations. If the Metro Board certifies the EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance process, the Proposed Project will be eligible to commence construction activities. The full Final EIR is available online via the Metro website and can be accessed directly at: <https://www.dropbox.com/sh/s4loxkf0hqpvmf7/AABc2Fb3ElYycqVosm7dKC2Ca?dl=0>.

Public Release of Final EIR

The Final EIR was released on March 25, 2022, 34 days in advance of this Board meeting to allow the public sufficient time to review. The Project team developed a robust notification strategy to maximize awareness of the final planning phase of the Project, including electronic notification to the project stakeholder database with links to access the Final EIR electronically on the website. Requests for hardcopies can be submitted via email at RMC@metro.net or via the records request portal at <https://records.metro.net/>.

Filing of Notice of Determination

A Notice of Determination (NOD) is a notice filed with the County Clerk's Office and State Clearinghouse following Proposed Project approval, describing the Project and identifying any expected environmental impacts. Staff will be filing the NOD for the Proposed Project with the Los Angeles County Clerk and the State of California Clearinghouse following Board approval.

EQUITY PLATFORM

This Board action will approve the Proposed Project, certify the FEIR, and advance the Project to the

next design and construction activities phase.

The Proposed Project area includes several Equity Focus Communities (EFCs). The Proposed Project would provide the benefits of enhanced mobility and improved regional access for transit riders within the study area. The Proposed Project would also provide multiple access points for people living in EFCs along the corridor that would allow them to connect with the greater regional transportation network and key destinations. These access points include 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also planned as part of the Proposed Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock which were added to the Proposed Project in response to feedback received from the community. Additionally, any potential impacts to existing facilities within these communities would be addressed by a set of proposed mitigations during both construction and operation of the Proposed Project to ensure safe and easily navigable options. Such mitigation measures would include, for example, wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Proposed Project was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Proposed Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the environmental review and the ultimate recommendations going before the Board.

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.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not have any impact on the safety of Metro customers and/or employees because this Proposed Project is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

Approval and adoption of the Proposed Project would have no financial impact to the agency.

Impact to Budget
With Board approval of the Proposed Project and certification of the Final EIR, the CEQA process will be complete. Approval of the Proposed Project will allow the Proposed Project to move forward with on-going pre-construction and construction activities. The Proposed Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of approximately $267 million with an additional $50 million in SB1 funds, for a total of $317 million. These funds are within the midrange of the current capital cost estimates but below the high end of the range. As these funds are earmarked for the Proposed Project, they are not eligible for Metro bus and rail capital and operating expenditures.

The current FY 2022 budget includes $2,039,643 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 Proposed Project budget.

ALTERNATIVES CONSIDERED

The Board could defer or not approve the Proposed Project, certify the Final EIR, or adopt the Findings of Fact and MMRP. However, this action is not recommended as it would jeopardize the Proposed Project schedule. Delaying the Proposed Project would delay these efforts and could add cost.

NEXT STEPS

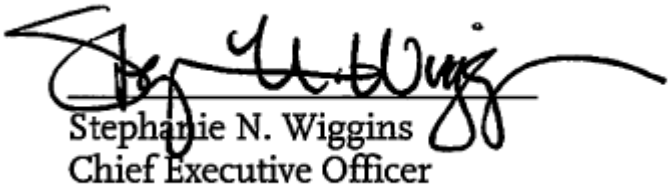
Upon Board approval, staff will file the Notice of Determination for the Proposed Project with the Los Angeles County Clerk and State of California Clearinghouse. Following on-going Preliminary Engineering of the Project, it can then advance into Final Design and Construction. Metro staff will continue to coordinate with local jurisdictions on the implementation and necessary approvals of the Proposed Project.

ATTACHMENTS

Attachment A - Executive Summary of Final EIR
Attachment B - Findings of Fact
Attachment C - Mitigation Monitoring and Reporting Program
Attachment D - Map of Proposed Project
Attachment E - Outreach Summary
Attachment F - Conceptual Renderings of Proposed Project

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Stephanie N. Wiggins
Chief Executive Officer

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 (BRT) Corridor Project (Proposed Project or Project) and its potential environmental effects. The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. 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.

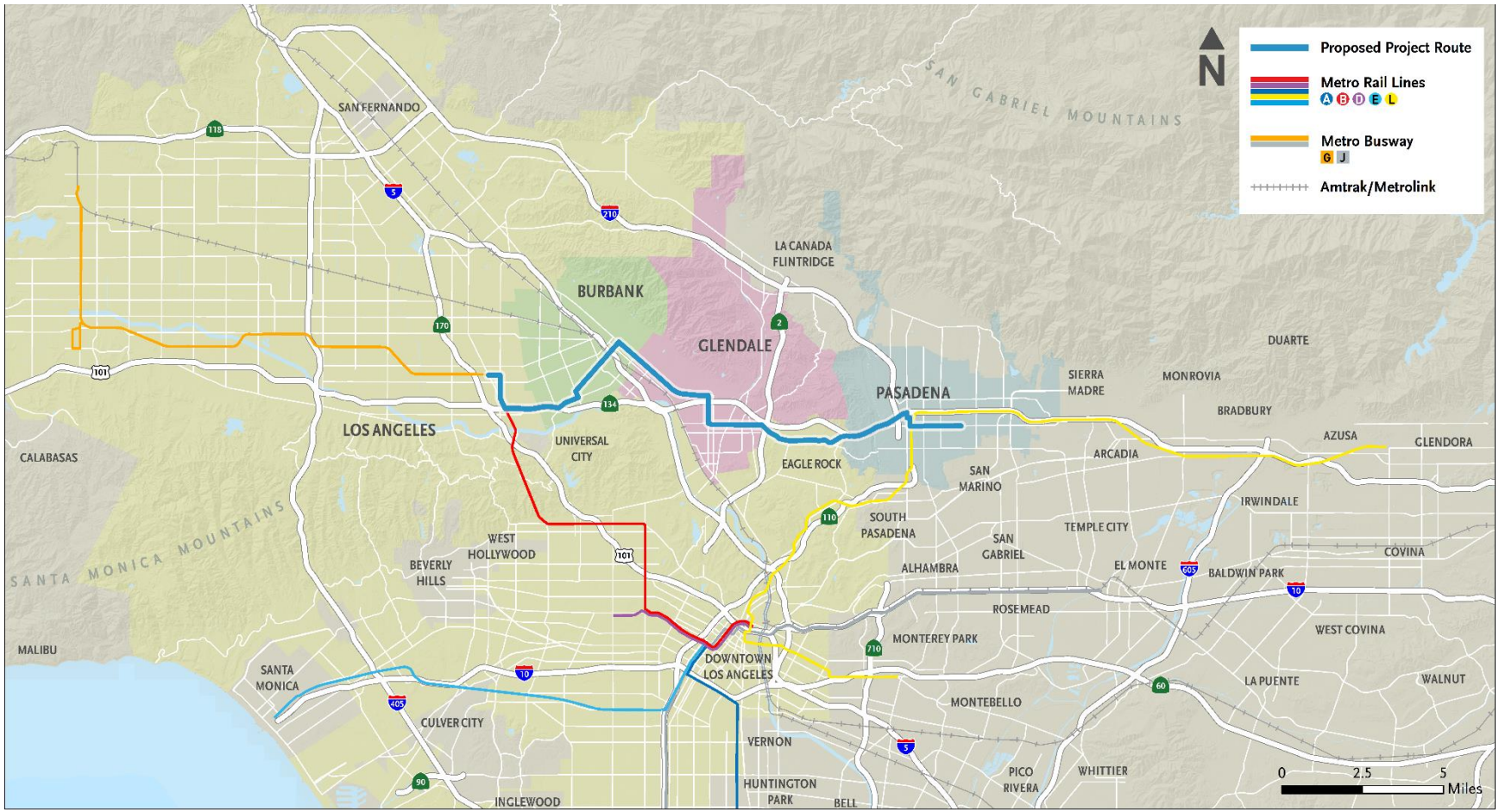
Key revisions to the Proposed Project since circulation of the Draft Environmental Impact Report (EIR) are summarized below. Additional details are provided below and in Chapter 2, Project Description.

- The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project.
- The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.
- The Final EIR assesses configuration options in Eagle Rock that implement dedicated bus lanes while also preserving bicycle lanes, medians, and parking, including a travel lane reduction option.
- A station is proposed at Alameda Avenue and Naomi Street in Burbank in place of the two stations that were formerly proposed at Olive Avenue and Alameda Street along with Olive Avenue and Buena Vista Street.
- Curb-running bus lanes are no longer proposed along Olive Avenue between Buena Vista Street and Lake Street in Burbank. The Final EIR instead assesses a side-running bus lanes configuration for this stretch, including a travel lane reduction while preserving parking and retaining existing sidewalk widths.
- The proposed station on Olive Avenue and Lake Street in Burbank is no longer located on the Olive Avenue bridge.

ES.1 PURPOSE OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Final 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.). This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Proposed Project.

Figure ES-1 – Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2021.

It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency.

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.

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.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. Upon release of the Notice of Availability (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 community interest in the Proposed Project and the current Los Angeles 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.

Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Metro conducted two virtual public hearings and one virtual platform where the public was able to provide comments regarding the content and findings of the overall project plans. A virtual platform allows the public access to materials and project information similarly to an in-person setting. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in 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.

The virtual public hearings to take testimony on the Draft EIR was conducted on November 12, and 14, 2020. A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. Metro received approximately 445 comments during the Draft EIR public review period.

Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors certify the Final EIR and the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and approve the Proposed Project. The public can comment on the contents of the Final EIR when the Metro Board considers the Proposed Project at the Board Meeting on March 24, 2022.

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, station opportunities and constraints, and surrounding 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).

Following the release of the Draft EIR, two virtual public hearings were conducted in November 2020. In addition, Metro received a total of 349 public comment letters (including emails and transcribed voicemails) on the Draft EIR during the public comment period, for a total of approximately 445 comments including public hearings. Upon evaluating the comments received during the Draft EIR public review period, Metro made refinements to the Proposed Project, particularly in the Eagle Rock community along Colorado Boulevard and in the Burbank community. The refinements to the Proposed Project are described in Chapter 2, Project Description, of the Final EIR. Metro updated the community on the refinements to the Proposed Project through a series of briefings and presentations with elected officials, City staff, key stakeholder roundtable meetings, business roundtable meetings and a community meeting.

Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project and refinements to the alignment along Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. These communities have been engaged with Metro since the Proposed Project was initiated and presented to the public. This process included an opportunity for key groups and businesses in the Eagle Rock community to provide direct feedback to the project team on the Proposed Project and the Project refinements, and an opportunity for the communities in the corridor to provide feedback on that same information. These opportunities for feedback were designed to be transparent and inclusive, and allowed community members extended meeting times for the Project team to respond to the many questions and comments received. Due to the COVID-19 pandemic and Los Angeles County Safer at Home Orders, all meetings were held virtually to allow the public to attend from the safety of their homes. The community meetings were also recorded and made available on the Proposed Project website along with the meeting presentation materials.

Metro attended one-on-one meetings with individual agencies to provide an overview of the project, schedule, next steps and to solicit feedback on the project. Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting to public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school organizations.

The key stakeholder roundtable meetings were conducted virtually with key stakeholders in Eagle Rock on Tuesday, March 16, 2021, with two sessions provided at different times to allow for opportunities that fit their schedules. At the roundtable meetings, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback about the project and refinements. Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in English and Spanish.

A business roundtable meeting was conducted virtually with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the roundtable meeting, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue with project staff. The meeting format allowed meeting attendees to ask questions and provide feedback about the project and refinements. Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts). Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting notifying businesses of the meeting.

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined alignments in Eagle Rock and Burbank and to solicit feedback from the public. Following the approval of the Proposed Project by the Board of Directors on May 27, 2021, an additional series of virtual community meetings were held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community to gather feedback and answer questions about the proposed refinements in their respective communities. Each meeting consisted of a presentation of the refinements by Metro followed by a question and answer session. In addition to simultaneous Spanish interpretation, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Transit rider intercept surveys were conducted in Burbank and Eagle Rock between October 1 and October 13, 2021, to inform transit users and capture feedback about the project. Surveys were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the Metro B/G Line (Red/Orange) Station in North Hollywood. Interviewees had the opportunity to provide either written responses or video comments.

Mobile phone surveys were also sent to transit riders within the project study area via Metro's Transit Application between September 27 and October 10, 2021. The goal of the surveys was to better understand the characteristics of transit riders and which elements of the Proposed Project they found most important. Two separate surveys were made available for targeted geographic audiences – one for Eagle Rock and one for Burbank – and were available in both English and Spanish.

Additionally, Metro staff conducted door-to-door outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank between November 5 and December 4, 2021. The purpose was to further inform business owners and employees about the project and capture feedback on the design options being studied in both communities. Staff also distributed flyers providing background information, the design options being studied, and contact information.

After consideration of public comments and further public engagement following the circulation of the Draft EIR, a number of refinements were made to the Proposed Project. Among these refinements are two configuration options for the Colorado Boulevard segment in Eagle Rock. One configuration maintains existing general purpose travel lanes and the other configuration eliminates a general purpose travel lane in order to implement a dedicated bus lane while also preserving bicycle lanes, medians, and parking. As shown in Chapter 3, Corrections and Additions, of this Final EIR, the refinements to the Proposed Project and the configuration options would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

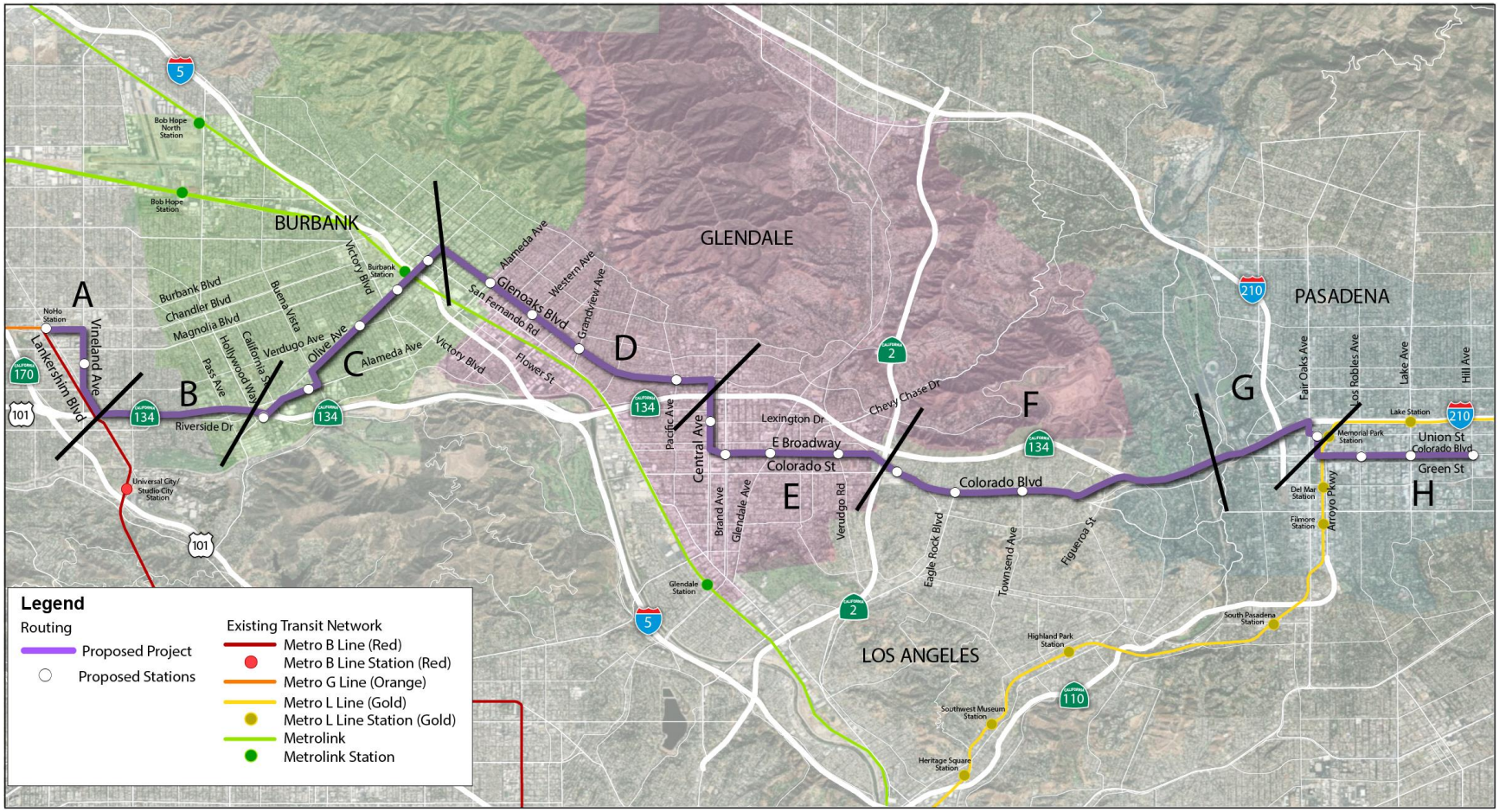
ES.5 PROPOSED PROJECT

The Proposed Project extends approximately 19 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 [SR] 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. The Proposed Project that was presented in the Draft EIR included route options at various locations. Based on comments on the Draft EIR received from the public and stakeholders, as well as additional technical analysis, the various route options were eliminated from further consideration by the Metro Board of Directors on May 27, 2021. The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project. In addition, the Proposed Project does include configuration options for the Colorado Boulevard segment in Eagle Rock, as presented subsequently in this section.

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

Figure ES-2 – Proposed Project



SOURCE: Kimley-Horn and Associates Inc., 2022.

Table ES-1 – Route Segments

Key	Segment	From	To	BRT Lane Configuration	Stations
A	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	• 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	• Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow[3]	
B	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow[4]	• Riverside Dr.
	Olive Ave.	Riverside Dr.	Alameda Ave.	Curb-Running	
	Alameda Ave.	Olive Ave.	Buena Vista St.	Mixed-Flow/Curb Running[5]	• Naomi St.
	Buena Vista St.	Alameda Ave.	Olive Ave.	Mixed-Flow/Curb-Running[6]	
	Olive Ave.	Buena Vista St.	First St.	Side-Running[7] Mixed-Flow[7]	• Verdugo Ave. • Lake St.
	Olive Ave.	First St.	Glenoaks Blvd.	Curb-Running	• San Fernando Blvd.
D	Glenoaks Blvd.	Olive Ave.	Providencia Ave.	Mixed-Flow	
	Glenoaks Blvd.	Providencia Ave.	Central Ave.	Median-Running	• Alameda Ave. • Western Ave. • Grandview Ave. • Pacific Ave.
E	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running[8]	• Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.

Key	Segment	From	To	BRT Lane Configuration	Stations
F	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center-/Median-Running[9, 10]	• Eagle Rock Plaza (at Broadway) • Eagle Rock Blvd. (at Caspar Ave.) • Townsend Ave.
G	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.	Mixed-Flow	• Holly St. - Metro L Line (Gold)
H	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	• Los Robles Ave. • Lake Ave. • Eastern Terminus on Hill Ave. south of Colorado Blvd. (near (Pasadena City College)

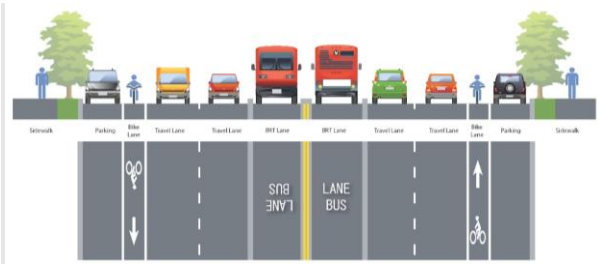
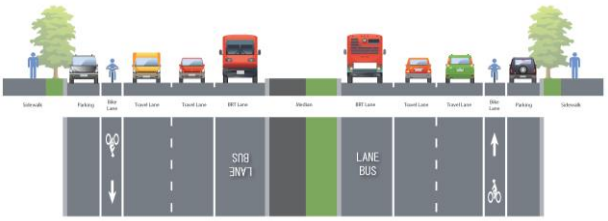
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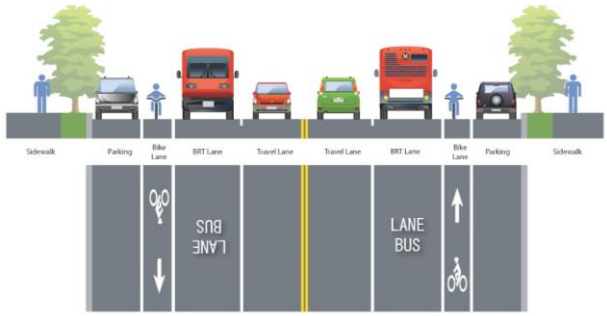
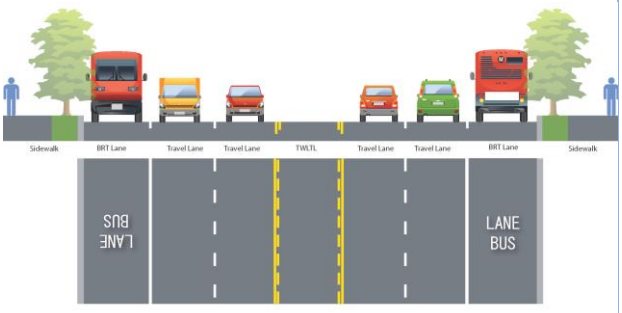
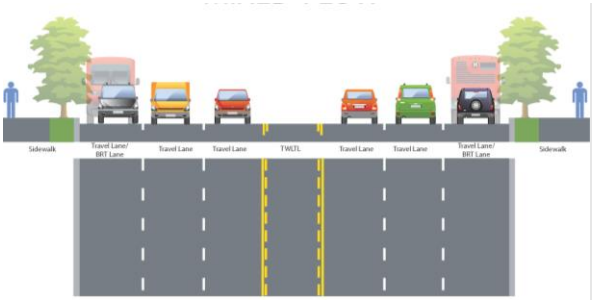
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
5. Limited curb-running bus lanes could be implemented around stations.
6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
7. Transitions to mixed-flow bus lanes between Lake St. and 1st St.
8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction.

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, including the design options in Eagle Rock, are shown in **Table ES-2**.

Table ES-2 – Lane Configuration and Treatments

Center-Running	Median-Running
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.	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 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 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.
	

Side-Running	Curb-Running
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.	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.
	
Mixed-Flow	
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.	

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



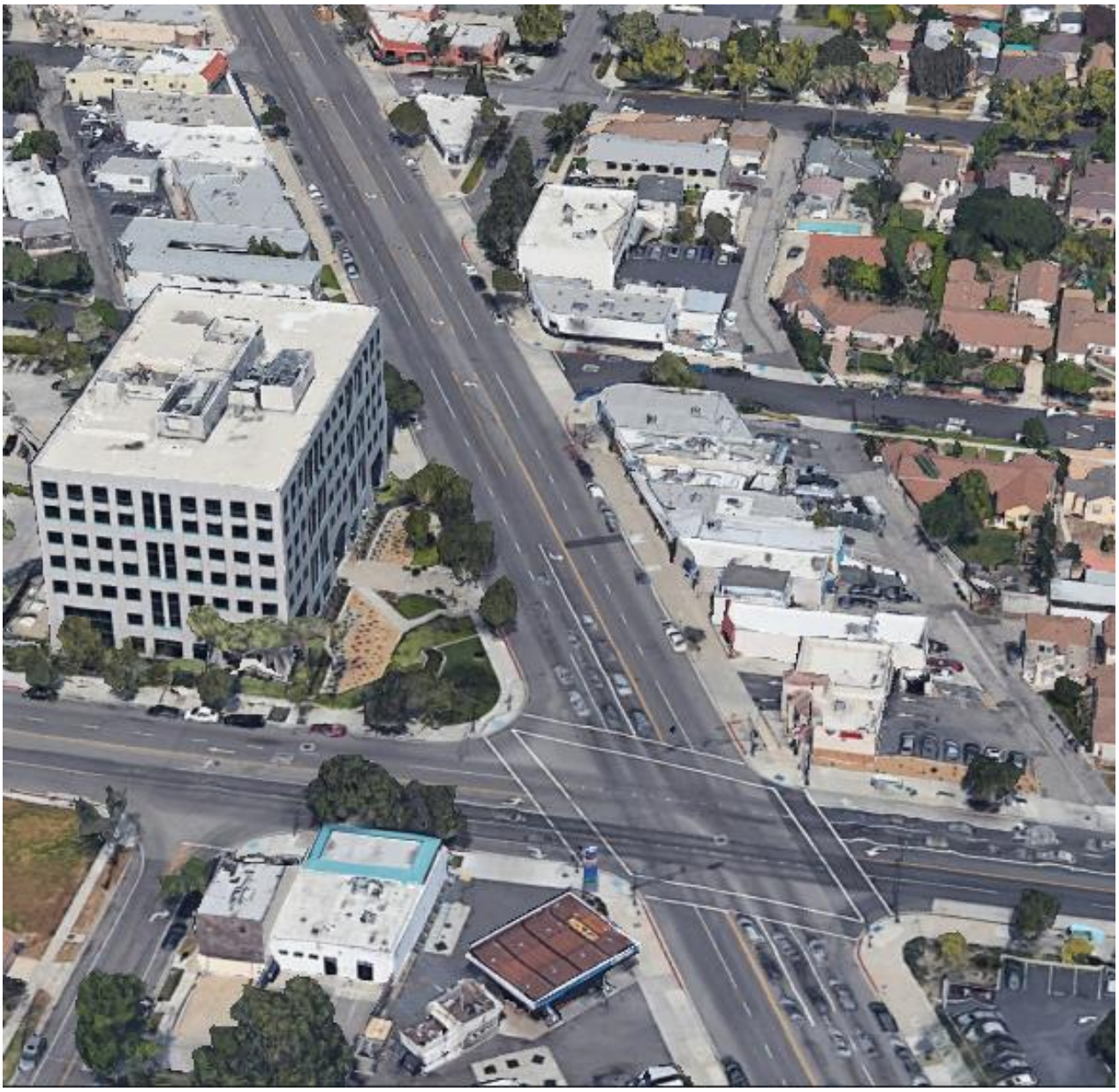
SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2021

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



SOURCE: Kilograph and Google Maps, 2021

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



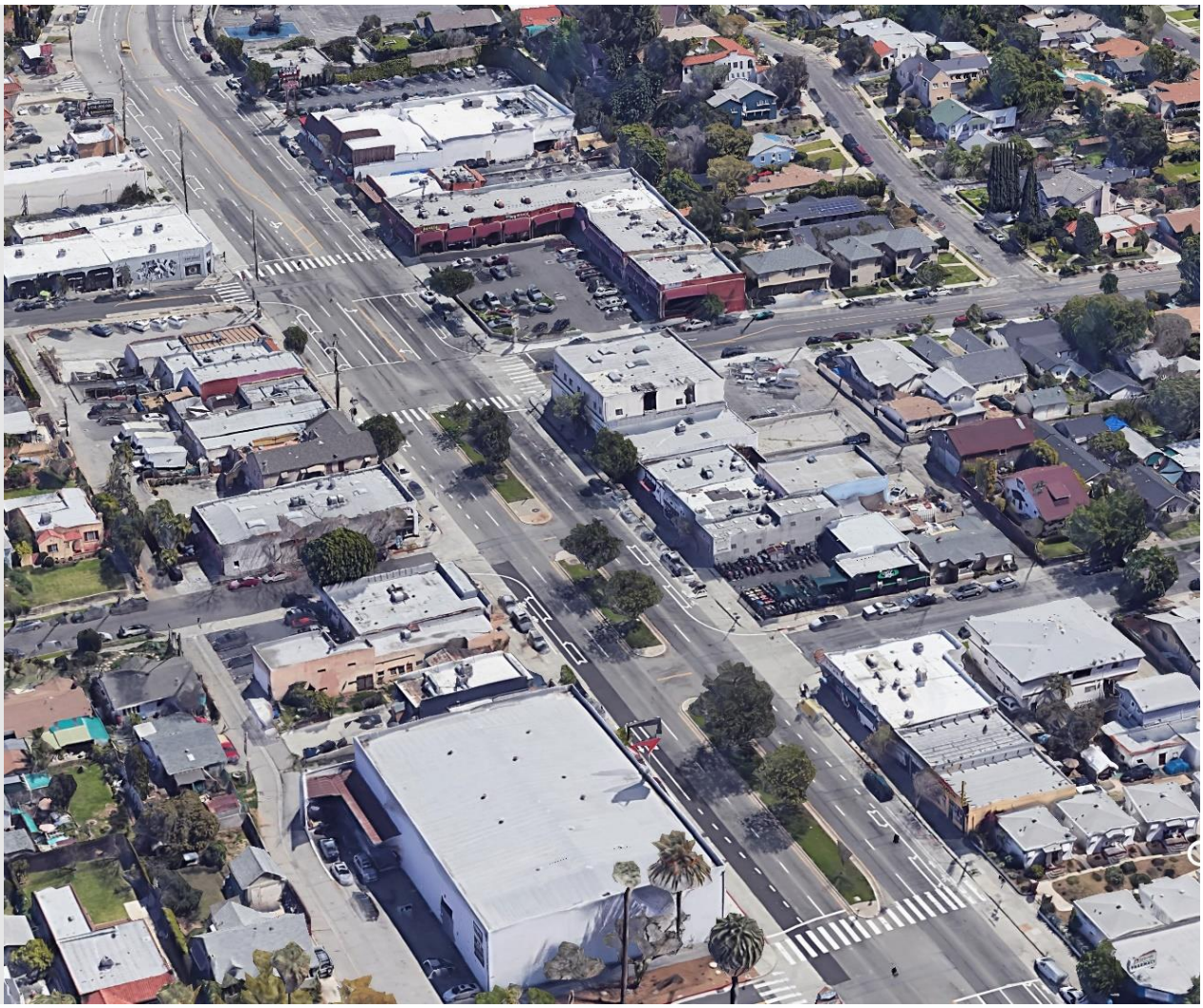
SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with Two Travel Lanes per Direction)



SOURCE: Kilograph and Google Maps, 2021

Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with One Travel Lane per Direction)



SOURCE: Kilograph, 2021

ES.7 TRANSIT SIGNAL PRIORITY

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 on Colorado Boulevard in the City of Pasadena. It 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

The Proposed Project includes 22 stations, as indicated in **Table ES-3**. 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 parts approach, similar to Metro rail stations. The station elements as described below would be utilized to establish a minimum requirement of baseline amenities for station platforms. Station siting would provide 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

It is anticipated that BRT buses would support all door boarding with on-board validators in lieu of deployment of ticket vending machines at stations. The Proposed Project would be integrated with Metro's TAP card system, which improves the multimodal transit experience by allowing a singular payment option for bus and rail trips as well as other transit programs throughout Los Angeles County. Nearly all transit agencies in Los Angeles County accept use of a TAP card for payment. There is also a mobile application for TAP allowing payment from cellular phones.

Table ES-3 – Station/Platform Locations

Location	Segment	Description
NORTH HOLLYWOOD (CITY OF LOS ANGELES)		
North Hollywood Metro B/G Line (Red/Orange) Station	A (Project Terminus)	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the Proposed Project as part of the separate and independent North Hollywood Station Joint Development Project (see https://www.metro.net/projects/jd-noho/s).
Vineland Ave. at Hesby St.	A	Median station with islands outboard of bus lanes (for right side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.
CITY OF BURBANK		
Olive Ave. at Riverside Drive and Hollywood Way	C	Sidewalk station with eastbound loading zone on curb extension on Riverside Dr. far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Dr. and would be integrated with existing plaza.
Alameda Ave. at Naomi St.	C	Sidewalk station with near-side eastbound and westbound loading zones.
Olive Ave. at Verdugo Ave.	C	Sidewalk station with near-side eastbound loading zone and far-side westbound loading zone. Curb extensions would be constructed for the loading zone.
Olive Ave. at Lake St. (near Metrolink Station)	C	Near-side sidewalk stations with loading zones along curb extensions.
Olive Ave. at San Fernando Blvd.	C	Sidewalk station with 120 to 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.
CITY OF GLENDALE		
Glenoaks Blvd. at Alameda Ave.	D	Median station with far-side loading islands outboard of bus lanes (for right side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.
Glenoaks Blvd. at Western Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Grandview Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Pacific Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Central Ave. at Lexington Dr.	E	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.

Location	Segment	Description
Broadway at Brand Blvd.	E	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.
Broadway at Glendale Ave.	E	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.
Broadway at Verdugo Rd.	E	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)		
Colorado Blvd. at Eagle Rock Plaza	F	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. The stations are located on the east leg of the Broadway/Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones.
Colorado Blvd. at Eagle Rock Blvd.	F	The stations would be located on the east leg of the Caspar Ave./Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
Colorado Blvd. at Townsend Ave.	F	The stations would be located on the west leg of the Townsend Ave./Colorado Blvd. intersection with near-side eastbound and far-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
CITY OF PASADENA		
Raymond Ave. at Holly St.	G	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.
Colorado Blvd. at Los Robles Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade “blue line” would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Lake Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade “blue line” would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Hill Ave. south of Colorado Blvd.	H	The station would be located on Hill Ave. south of Colorado Blvd.; buses would be routed to Green St. approaching the terminus such that buses would likely utilize a combined station and layover zone located along the east curb of Hill Ave. south of Colorado Blvd., although it is possible that drop-off would be on Colorado Blvd. depending on the final design. If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the station and a charging sub-station may displace a few parking stalls within the adjacent Pasadena City College surface parking lot. This would require coordination with Pasadena City College and possibly a property easement or acquisition.

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 and signage, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements and/or markings, 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 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. Stations are being designed to accommodate 60-foot buses, although it is anticipated that 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 potentially at the Pasadena City College terminus, 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 expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The Proposed Project is forecast to attract 34,950 boardings in 2042. Regional vehicle miles traveled with the Proposed Project would decrease by approximately 87,000 miles compared to without the Proposed Project.

ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M ($267 million) and Senate Bill 1 ($50 million), which provide a total of $317 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 design option) to capture and identify the costs associated with each segment, and to assist in the evaluation of the design 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.

The results of the conceptual capital cost estimates for the Proposed Project indicate a range of approximately $263 million to $386 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering,

[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 at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte Division 9 facility, Metro would be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

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 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified for the Proposed Project.

ES.14 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A Draft EIR was 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. Revisions to the Proposed Project have not resulted in new impacts that were not identified in the Draft EIR. 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. **Table ES-4** provides a summary of the potential environmental impacts. **Table ES-5** provides recommended mitigation measures and the level of significance after mitigation.

Table ES-4 – Summary of Impacts

Proposed Project/Alternative			Environmental Resource									
	District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project	North Hollywood	A	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**
	North Hollywood/ Burbank	B	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
	Burbank	C	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-6**	LTSM **CUL-2**
	Glendale	D/E	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**
	Eagle Rock	F (One Travel Lane)	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**

Proposed Project/Alternative		Environmental Resource									
District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
	F (Two Travel Lanes)	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**
Pasadena	G	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**
Pasadena	H	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., 2022.

Table ES-5 – Summary of Impacts and Mitigation Measures

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
AESTHETICS		
The Proposed Project would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.	**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.	**Less Than Significant**
The Proposed Project would result in the removal of street trees considered to be important visual resources, a potentially significant impact	**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: • Street trees shall be replaced in accordance with the regulations established by each 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. **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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
Construction of the Proposed Project would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.	**BIO-1**: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures: • 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. To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures: • 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	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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. • 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		
The Proposed Project would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.	**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.	**Less Than Significant**
Ground disturbing activities during construction of the Proposed Project has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.	**CUL-2**: A Qualified Archaeologist, 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. 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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.	
GEOLOGY AND SOILS		
The Proposed Project poses risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.	**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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
NOISE		
Construction of the Proposed Project has the potential to generate noise that could increase ambient noise levels by 5 dBA L_{eq} or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.	**NOI-1**: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, 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. 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: • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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 L_{eq} 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 L_{eq} 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 L_{eq} for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	exterior noise levels by 5 dBA L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. • City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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. Noise-reducing methods that may be implemented include: • 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.	
Construction of the Proposed Project 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.	**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 a large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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: • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction within 25 feet of buildings.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	
Construction of the Proposed Project 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.	**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 or 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: • 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.	**Less Than Significant**
TRANSPORTATION		
Construction of the Proposed Project may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.	**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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project may result in traffic delays and inconvenience due to temporary lane closures, a potentially significant impact.	**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.	**Less Than Significant**
Construction of the Proposed Project may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.	**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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact	**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.	**Less Than Significant**
The Proposed Project would reconfigure existing bicycle facilities, a potentially significant impact.	**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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	**Less Than Significant**
Construction of the Proposed Project would result in lane closures and 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.	**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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRIBAL CULTURAL RESOURCES		
Ground disturbing activities during construction of the Proposed Project has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.	**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. 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. 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.	**Less Than Significant**

SOURCE: Terry A. Hayes Associates Inc., 2022.

ES.15 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. 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 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 as shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenities. 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 identified 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 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 within the Project corridor to enhance the regional network, although transit improvements would be limited compared to the Proposed Project. 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 alternative, CEQA requires identification 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 in this case because, as compared to the Proposed Project, 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.

ATTACHMENT B

Findings of Fact

Pursuant to CEQA Guidelines Section 15091 and Public Resources Code Section 21081

North Hollywood to Pasadena Bus Rapid Transit Corridor Project

February 2022

Metro

In Association with:

Kimley-Horn
Terry A. Hayes Associates Inc.
Connetics Transportation Group
GPA Consulting
Paleo Solutions, Inc.
Impact Sciences, Inc.
PARIKH Consultants, Inc.
Resource Systems Group
The Robert Group
Translink Consulting, LLC

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ABBREVIATIONS/ACRONYMS

AQMP ..... Air Quality Management Plan
BRT ..... Bus Rapid Transit
CEQA ..... California Environmental Quality Act
CO ..... Carbon Monoxide
EIR..... Environmental Impact Report
FTA..... Federal Transit Administration
GHG ..... Greenhouse Gases
LADOT ..... Los Angeles Department of Transportation
L_{eq} ..... Equivalent Noise Level
Metro ..... Los Angeles County Metropolitan Transportation Authority
MMRP..... Mitigation Monitoring and Reporting Program
NPDES ..... National Pollutant Discharge Elimination System
PPV ..... Peak Particle Velocity
PRC..... Public Resources Code
RTP/SCS ..... Regional Transportation Plan/Sustainable Communities Strategy
SCAQMD..... South Coast Air Quality Management District
SCAB..... South Coast Air Basin
SCAG ..... Southern California Association of Governments
SFV..... San Fernando Valley
SR..... State Route
SUSMP..... Standard Urban Stormwater Mitigation Plan
SWPPP..... Stormwater Pollution Prevention Plan
VdB..... Vibration Decibels
TAC ..... Toxic Air Contaminants
VMT..... Vehicle Miles Traveled
WEAP ..... Worker Environmental Awareness Protection

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project (Proposed Project) would not result in significant unavoidable impacts with the incorporation of mitigation measures as part of the Proposed Project's approval. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 5 of the Final Environmental Impact Report (EIR) and is provided as a part of these findings as Attachment B to the March Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Proposed Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Proposed Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final EIR:

1) Has been completed in compliance with the CEQA;

2) The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project; and

3) The Final EIR reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

Section 3.	A brief description of the Proposed Project and its objectives
Section 4.	Statutory requirements of the findings and a record of proceedings
Section 5.	Significant impacts of the Proposed Project that cannot be mitigated to a less-than-significant level even with the identification and incorporation of all feasible mitigation measures
Section 6.	Potentially significant impacts of the Proposed Project that can be mitigated to a less-than-significant level
Section 7.	Environmental impacts that are less than significant
Section 8.	Environmental resources to which the Proposed Project would have no impact
Section 9.	Potential cumulative impacts
Section 10.	Alternatives analyzed in the evaluation of the Proposed Project and findings on mitigation measures

3. PROJECT DESCRIPTION AND 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

The Proposed Project is a BRT line that would extend approximately 19 miles from North Hollywood to the City of Pasadena. From west to east, the Proposed Project would travel through and serve the North Hollywood community of the City of Los Angeles, the City of Burbank, the City of Glendale, the Eagle Rock community of the City of Los Angeles, and the City of Pasadena. BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT service is comparable to light rail, but on rubber tires and at a lower cost.

To achieve the envisioned quick and efficient service, the BRT is proposed to operate in dedicated bus lanes through a majority of the route with portions of the route operating on freeways and in mixed flow. 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 configuration of each project segment is described as follows:

- **Segment A (North Hollywood)**: From the western terminus at the North Hollywood Metro Station, the BRT would operate along Chandler Boulevard – in a side-running bus lane in the eastbound direction and in mixed-flow traffic going westbound – before transitioning to a center-running configuration along Vineland Avenue and Lankershim Boulevard.
- **Segment B (North Hollywood to Burbank)**: The BRT would operate in mixed flow along the State Route (SR)-134 freeway.
- **Segment C (Burbank)**: The BRT would generally operate in mixed-flow traffic between the SR-134 freeway and Olive Avenue before transitioning to a curb-running configuration along Olive Avenue approaching Alameda Avenue. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue generally in mixed-flow operations to access a station near Naomi Street, with dedicated curb-running bus lanes in both directions within the block of the proposed station at Naomi Street. The route then returns to Olive Avenue via Buena Vista Street partially operating in mixed-flow traffic, with a dedicated curb-running bus lane in the southbound direction approaching Alameda Avenue

and a dedicated curb-running bus lane in the northbound direction approaching Olive Avenue. Between Buena Vista Street and Lake Street, Olive Avenue would be reconfigured to provide side-running dedicated bus lanes (accomplished by conversion of the outside travel lanes). Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. Within Downtown Burbank, the BRT would operate in curb-running bus lanes between 1st Street and Glenoaks Boulevard.

- **Segment D (Burbank/Glendale)**: The Proposed Project would operate along Glenoaks Boulevard in mixed-flow traffic between Olive Avenue and Providencia Avenue and then transition to a median-running bus lanes configuration to Central Avenue.
- **Segment E (Glendale)**: The Proposed Project would operate in mixed-flow traffic along Central Avenue through the SR-134 interchange area, then operate in a side-running bus lanes configuration along Central Avenue, and then turn down Broadway where the Project would continue primarily in a side-running bus lanes configuration.
- **Segment F (Eagle Rock)**: From Broadway, the Proposed Project would turn onto Colorado Boulevard. Side-running bus lanes would be provided between Broadway and Ellenwood Drive. East of El Rio Avenue, the Proposed Project would operate in a center-running configuration in one of two design options between Eagle Rock Boulevard and the SR-134 on-ramp achieved by reducing the existing median and street parking or converting a travel lane in each direction to provide dedicated BRT lanes.
- **Segment G (Eagle Rock to Pasadena)**: The Proposed Project would operate in mixed-flow traffic along the SR-134 freeway and exit at Fair Oaks Avenue before traveling to Colorado Boulevard via Walnut Street and Raymond Avenue also in mixed-flow traffic.
- **Segment H (Pasadena)**: The Proposed Project would operate in mixed-flow traffic along Colorado Boulevard to the Project's eastern terminus at Pasadena City College on Hill Avenue.

The Proposed Project includes 22 stations. The typical station footprint would be approximately 100 feet long and 10 feet wide; however, station loading zones as short as 70 feet in length may be required due to site constraints. The BRT service would be provided on 40-foot zero-emission electric buses[1] with the capacity to serve up to 75 passengers. A maximum of 16 buses are anticipated to be in service along the route during peak operations. A typical 40-foot bus seats approximately 40 passengers and can carry up to 35 additional standees in the aisle circulation space, although this maximum capacity lowers the passengers' comfort and perception of quality of service and is not recommended for standard operations.

[1] As noted in the Draft and Final EIR, when operations commence in 2024, it is possible that the fleet would operate compressed natural gas (CNG) buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions.

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 most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. The Proposed Project is more fully described in Chapter 2.0, Project Description, of the Final EIR.

4. STATUTORY REQUIREMENTS

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

(a) No public agency shall approve or carry out a project for which a certified EIR identifies one or more significant environmental effects of the Proposed Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [CEQA Finding 1]
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. [CEQA Finding 2]
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. [CEQA Finding 3]

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project.[2]

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant impacts on the environment.[3] CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable the lead agency is required to prepare a Statement of Overriding Considerations. Here, for the reasons presented in the Final EIR, and based on the administrative record as a whole, the Metro Board finds that the Project would not result in any significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is not necessary for the Proposed Project.

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Proposed Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Proposed Project;
- The Draft EIR dated October 2020, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Proposed Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 4 Responses to Comments of the Final EIR);
- The Final EIR dated February 2022, including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter 5 of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Proposed Project, and all documents cited or referred to therein;

[2] CEQA Guidelines Section 15091 (a) and (b).
[3] Public Resources Code Section 21081 (b).

- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Proposed Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Proposed Project;
- All actions of Metro with respect to the Proposed Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, none of the impacts associated with the Proposed Project would be significant or have the potential to remain significant after the implementation of Project mitigation measures.

6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Proposed Project.

6.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a potentially significant transportation impact with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Impact 3.1-1); and
- Result in inadequate emergency access (Impact 3.1-4 (construction only)).

Impacts. *Impact 3.1-1:* As discussed more fully in Section 3.1 of the EIR, the Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Construction activities would result in significant impacts due to the potential need for temporary closures of roadway lanes, sidewalks, and bicycle lanes; the traffic generated by construction workers and truck haul trips;

and the temporary relocation of existing bus stops. Such closures would be temporary, and the degree of interruption would depend on factors including the size of the construction site and duration of each construction phase. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measures **TRA-1**, **TRA-2**, **TRA-3**, and **TRA-4**, set forth below, would be implemented.

Operational activities would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to access dedicated bus lanes. However, there are design elements that require mitigation measures to ensure public safety. For example, along Colorado Boulevard in Eagle Rock (Segment F), the existing Class II bicycle lanes would be shifted to the curb and a continuous bikeway would be delineated with green pavement markings; on-street parking, where present, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops. To minimize this operational transportation impact to a less-than-significant level, Mitigation Measure **TRA-5**, set forth below, would be implemented.

Impact 3.1-4: Lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measure **TRA-6**, set forth below, would be implemented.

Reference. Section 3.1, Transportation, of the Draft EIR, pages 3.1-24 through 3.1-30. Chapter 3, Corrections and Additions, of the Final EIR, page 3-13.

Mitigation Measures

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.

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.

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.

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.

TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with the Los Angeles Department of Transportation (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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

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.

Findings. Each of the potentially significant transportation impacts (Impacts 3.1-1 and 3.1-4) would be mitigated through the development of Traffic Management Plans and requiring coordination with affected jurisdictions. Metro finds that, through implementation of Mitigation Measures **TRA-1** through **TRA-6**, these impacts related to transportation would be reduced to a less-than-significant level. Thus, with respect to Impacts 3.1-1 and 3.1-4 identified in the EIR, Metro adopts CEQA Finding 1, as set forth in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.2 AESTHETICS

As discussed in Section 3.2 of the EIR, the Proposed Project would create a potentially significant impact related to aesthetics with respect to the following significance threshold:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (operations only)).

Impacts. *Impact 3.2-2:* As discussed more fully in Section 3.2.4 of the EIR, the Proposed Project would result in the removal of potentially historic streetlights considered important visual resources, three along Central Avenue and three along Broadway in Glendale. In addition, the Proposed Project would impact several existing medians along the Proposed Project route that are valued by local communities for aesthetics.

Reference. Section 3.2, Aesthetics, of the Draft EIR, pages 3.1-14 through 3.1-17, and Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

Mitigation Measures

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:

- Tree replacement shall be completed in accordance with permitting and regulatory requirements associated with each 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.

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.

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.

Finding. The potential operational impacts to scenic resources (Impact 3.2-2) would be mitigated by ensuring that medians and landscaping removed as part of the Proposed Project would be replaced according to the local jurisdiction's guidelines and ordinances and requiring a qualified architectural historian to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **VIS-1**, **VIS-2**, and **CUL-1**, this impact related to aesthetics would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.3 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a potentially significant impact related to biological resources with respect to the following significance thresholds:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Impact 3.4-1 (construction only)); and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Impact 3.4-4 (construction only)).

Impacts. *Impact 3.4-1:* As discussed more fully in Section 3.4.4 of the EIR, the Proposed Project has the potential to impact 13 special-status species through vegetation removal and construction activities. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.

Impact 3.4-4: As discussed more fully in Section 3.4.4 of the EIR, tree removal could interfere with bird nesting and bat roosting. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.

Reference. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-7 through 3.4-10.

Mitigation Measures

BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:

- 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.

To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:

- 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 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.
- 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).

Findings. The potentially significant biological impacts (Impacts 3.4-1 and 3.4-2) would be mitigated by requiring qualified biologists to conduct site surveys prior to construction, restrict vegetation removal activities to outside of bird nesting and bat roosting seasons, and establish appropriate buffers around nesting birds/raptors. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **BIO-1,** Impacts 3.4-1 and 3.4-2 related to biological resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.4 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a potentially significant impact related to cultural resources with respect to the following significance thresholds:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (Impact 3.5-1); and
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Impact 3.5-2 (construction only)).

Impacts. *Impact 3.5-1:* As discussed more fully in Section 3.5.4 of the EIR, construction of the proposed station platforms in the City of Glendale has the potential to result in the removal or relocation of potentially significant historic streetlights currently within the existing sidewalk (three on Central Avenue and three on Broadway). Regarding project operations, project components, such as stations, electric charging infrastructure, and signs, have the potential to visually affect historic resources. To reduce this impact (Impact 3.5-1) to a less-than significant level, Mitigation Measures **CUL-1**, set forth below, would be implemented.

Impact 3.5-2: As discussed more fully in Section 3.5.4 of the EIR, no archeological resources have been identified in the Project Area, and resources that may have existed have likely been displaced or destroyed as a result of previous development activities. Excavation activities upon previously disturbed soils would be limited to 2 to 3 feet below ground surface. Vertical element relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. It is therefore possible that previously undiscovered and undocumented archaeological resources could be encountered during construction activities. To reduce this impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

Reference. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

Mitigation Measures

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.

CUL-2: A Qualified Archaeologist, 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.

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.

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.

Findings. The potential impacts (Impacts 3.5-1 and 3.5-2) would be mitigated by requiring a qualified architectural historian and a qualified archeologist to oversee construction activities. Metro finds that, through implementation of Mitigation Measures **CUL-1** through **CUL-2**, Impacts 3.5-1 and 3.5-2 related to cultural resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.5 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would create a potentially significant impact related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: strong seismic ground shaking; seismic-related ground failure, including liquefaction; and/or landslides (Impact 3.7-3 (operations only).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide (operations only).

Impacts. *Impact 3.7-1:* As discussed more fully in Section 3.7.4 of the EIR, the Proposed Project is located within the seismically active Southern California region. Hence, seismic activity as a result of earthquakes generated from nearby faults is anticipated. Seismic activity during operation activities could result in significant impacts related to seismic ground shaking, liquefaction, and landslides. Liquefaction may only occur at isolated areas within the Eagle Rock

Valley along the Project Route. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

Impact 3.7-3: As discussed more fully in Section 3.7.4 of the EIR, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The eastern Glendale, Eagle Rock, and western Pasadena portions of the Project Area are the most susceptible to shallow landslides and debris flows. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

Reference. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-12 through 3.7-16.

Mitigation Measures

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.

Findings. The potential impacts would be mitigated by ensuring that impacts related to strong seismic ground shaking, liquefaction, and landslides by designing the Project elements according to State and local building codes. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-1**, this impact related to geology and soils would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.6 NOISE

As discussed in Section 3.9 of the EIR, the Proposed Project could result in a significant impact related to noise with respect to the following significance thresholds:

- The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (construction only)); and
- Result in generation of excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (construction only)).

Impacts. *Impact 3.9-1:* As discussed more fully in Section 3.9.4 of the EIR, construction activities would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Construction activities are likely to generate noise impacts that could increase ambient noise levels that would exceed local significance thresholds within one or more jurisdictions along the BRT alignment in terms of equivalent noise levels (L_{eq}). 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. Nighttime activities could result in a significant impact should those activities involve heavy equipment or pneumatic tools. To minimize this impact to a less-than-significant level, Mitigation Measure **NOI-1**, set forth below, would be implemented.

Impact 3.9-2: As discussed more fully in Section 3.9.4 of the EIR, the use of vibratory rollers or more impactful equipment could exceed the Federal Transit Administration (FTA) recommended vibration limits for building damage in peak particle velocity (PPV) and general annoyance in terms of vibration decibels (VdB). To minimize this impact to a less-than-significant level, Mitigation Measures **NOI-2** and **NOI-3**, set forth below, would be implemented.

Reference. Section 3.9, Noise and Vibration, of the Draft EIR, page 3.9-15 through 3.9-31.

Mitigation Measures

NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, 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.

The Noise Control Plan shall require weekly noise monitoring at land uses adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:

- City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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 L_{eq} 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 L_{eq} 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 L_{eq} 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 L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.
- City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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.

Noise-reducing methods that may be implemented include:

- 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.

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, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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:

- 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.

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 or 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:

- 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.

Findings. Impact 3.9-1 would be mitigated by ensuring that the construction contractor develops a Noise Control Plan designed to follow Metro requirements, including 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). Impact 3.9-2 would be mitigated by requiring the construction contractor to develop a Construction Vibration Control Plan to mitigate vibrational impacts. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **NOI-1**, **NOI-2**, and **NOI-3**, Impacts 3.9-1 and 3.9-2 related to construction noise and vibration would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.7 TRIBAL CULTURAL RESOURCES

As discussed in Section 3.10 of the EIR, the Proposed Project would result in a potentially significant impact related to tribal cultural resources based on the following significance thresholds:

- Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (Impact 3.10-1 (construction only)); and
- Cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (Impact 3.10-2 (construction only)).

Impacts. *Impact 3.10-1:* As discussed more fully in Section 3.10.4 of the EIR, the Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources have been identified through the Assembly Bill 52 consultation process. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

Impact 3.10-2: As discussed more fully in Section 3.10.4 of the EIR, construction activities of the Project would be limited to minor roadway construction or widening, excavation limited to two to three feet below ground surface, station platform placement, and the relocation of vertical elements. The Project Area is highly developed and the possibility of uncovering previously undiscovered and undocumented tribal cultural resources is low. Nonetheless, it is possible that construction activities would reveal a new resource. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

Reference. Section 3.8, Tribal Cultural Resources, of the Draft EIR, pages 3.10-13 through 3.10-19.

Mitigation Measures

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.

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.

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.

Finding. The potential impacts (Impacts 3.10-1 and 3.10-2) would be mitigated by ensuring that any tribal cultural resources discovered during construction of the Proposed Project would be properly assessed and preserved. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **CUL-2**, Impacts 3.10-1 and 3.10-2 related to tribal cultural resources would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1 as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are less than significant, and no mitigation is required.

7.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a less-than-significant impact related to transportation with respect to the following significance thresholds:

- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (Impact 3.1-2 (construction only));
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Impact 3.1-3 (operations only)); and
- Result in inadequate emergency access (Impact 3.1-4 (operations only)).

Impacts. *Impact 3.1-2:* As discussed more fully in Section 3.1.3.3 of the EIR, the additional construction-related vehicle miles traveled (VMT) would be typical of a roadway construction project consisting of approximately 25 trips per day with an assumed average trip length of approximately 15 miles. Consistent with CEQA Guidelines Section 15064.3, once constructed, the Proposed Project is anticipated to reduce VMT regionally.

Impact 3.1-3: As discussed more fully in Section 3.1.3.3 of the EIR, the Proposed Project would be designed per applicable State, Metro, and city design criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, Americans with Disabilities Act-compliant curb ramps, along with warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Therefore, during operations, the Proposed Project would result in a less-than-significant impact related to increased hazards due to geometric design features or incompatible uses.

Impact 3.1-4: As discussed more fully in Section 3.1.3.3 of the EIR, during operations, emergency vehicles would be permitted to use the dedicated bus lanes, like mixed-flow vehicular travel lanes. Since the dedicated bus lanes would be free of most vehicular traffic and emergency vehicles would be permitted to use the dedicated bus lanes, emergency response time would be no worse than under current conditions and would likely be improved. In addition, Metro would consult the local emergency response departments to confirm emergency access is adequately maintained at locations with restricted left turns. For example, the Proposed Project would provide a westbound left-turn bay on Colorado Boulevard at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, Proposed Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.

Reference. Section 3.1, Transportation, of the Draft EIR, pages 3.1-28 through 3.1-30.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to transportation would be less than significant.

7.2 AESTHETICS

The Proposed Project would result in a significant impact related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista (Impact 3.2-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (construction only));
- Conflict with applicable zoning and other regulations governing scenic quality (Impact 3.2-3 (operations only)).

Impacts. *Impact 3.2-1:* There are no formal scenic vistas in the Project Area and views of surrounding landscapes and topography are available but generally low quality. Construction activities would introduce heavy equipment to the area (i.e., bulldozers, scrapers, and trucks), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the Project Area, which would result in some obstructed views of visual elements in the foreground such as buildings and landscape elements; however, views of surrounding mountains and landscapes would remain unaffected from view corridors of public streets, sidewalks, and properties.

Regarding operations, the addition of buses in any of the proposed configurations would not be expected to substantially affect existing views in the Project Area. Stations would include canopies, potential monument signs, and other vertical features which could limit views for viewers directly adjacent to or underneath the canopies; however, views in the Project Area as a whole would not be substantially affected by the Proposed Project.

Impact 3.2-2: Construction activities are not anticipated to result in damage to any scenic resources. Certain construction activities associated with modifications to the medians along Glenoaks Boulevard and Colorado Boulevard as well as placing stations along sidewalks may require trimming of existing street trees and temporary removal of streetscape features (i.e., decorative street lights and paving), but such resources would be replaced or maintained where feasible.

Impact 3.2-3: While each jurisdiction in the Project Area has a zoning ordinance that regulates the scenic quality of development projects, the zoning ordinances do not directly regulate the design of transportation infrastructure elements including bus facilities such as stations. The Proposed Project elements would primarily be located within the street right-of-way such that no

changes to existing land uses are anticipated. As such, the Proposed Project would be consistent with zoning requirements. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings which provide a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping. In locations where there are specific design guidelines or ordinances, including the North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines, Glendale Downtown Specific Plan, Glendale Town Center Specific Plan, Glendale Comprehensive Design Guidelines, Pasadena Citywide Design Principles and Design Guidelines, or Pasadena Central District Specific Plan, the Project would comply with applicable design requirements including undergoing mandated design review. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Reference. Section 3.2, Aesthetics, of the Draft EIR, pages 3.2-13 through 3.2-25.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to aesthetics would be less than significant.

7.3 AIR QUALITY

As discussed in Section 3.3 of the EIR, the Proposed Project would result in a less-than-significant impact related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan (Impact 3.3-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (Impact 3.3-2);
- Expose sensitive receptors to substantial pollutant concentrations (Impact 3.3-3); and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Impact 3.3-4).

Impacts.

Impact 3.3-1: As discussed in Section 3.3.4 of the EIR, the Proposed Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving the California Ambient Air Quality Standards and National Ambient Air Quality Standards. The Proposed Project would not exceed the short-term

construction standards or long-term operational standards and, as a result, would not violate any air quality standards. In addition, the 2016 AQMP contains air pollutant reduction strategies based on the Southern California Association of Governments (SCAG) latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans.

Impact 3.3-2: As discussed in Section 3.3.4 of the EIR, the SCAB region is in nonattainment for ozone and particulate matter 2.5 microns or less in diameter. Construction activities would result in the short-term generation of criteria pollutant emissions. Emissions would include (1) fugitive dust generated from curb/pavement demolition, site work, and other construction activities; (2) hydrocarbon emissions related to the application of architectural coatings; (3) exhaust emissions from powered construction equipment; and (4) motor vehicle emissions associated with debris hauling trips, material delivery trips, and worker trips. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD regional construction thresholds for any criteria air pollutant. Regarding operations, the Proposed Project would result in indirect criteria air pollutant emissions from, brake and tire wear from transit buses, and the reduction of motor vehicle use throughout the surrounding region as motorists shift from vehicles to public transit. Detailed emissions modeling demonstrated that the Proposed Project would reduce regional operational emissions due to the reduction in emissions associated with passenger vehicles.

Impact 3.3-3: As discussed in Section 3.3.4 of the EIR, construction and operational activities were assessed for exposure to toxic air contaminants (TACs) and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures. Construction would travel along the route and would not be in any one location over those 30-months. The assessment of cancer risk is typically based on a 70-year exposure period; however, the Proposed Project's construction is anticipated to have a duration of approximately 30 months. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction activities would not result in an elevated cancer risk to exposed persons. The SCAQMD has developed a set of mass emissions rate look-up tables than can be used to evaluate localized impacts that may result from criteria air pollutants. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD localized construction thresholds for any criteria air pollutants.

Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. There is no potential for localized emissions to exceed the SCAQMD significance thresholds.

The SCAQMD recommends the evaluation of potential carbon monoxide (CO) hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Based on ambient air monitoring data collected by SCAQMD, SCAB has continually met State and federal ambient air quality standards for CO since 2003. As such, SCAB was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 AQMP is the most recent AQMP, no additional regional or hot-spot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP. Maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration. Volumes would be less in the Existing plus Project condition without the ambient growth attributed to future years. Furthermore, the background concentration of 8-hour CO has significantly reduced as compared to the 2003 AQMP. As such, there would be no potential for CO emissions at any intersection location to result in an exceedance of either the CAAQS or NAAQS for CO.

The Proposed Project includes a lane reduction on Olive Avenue in Burbank between Buena Vista Street and Lake Street and may include a lane reduction on Colorado Boulevard in Eagle Rock. The lane reductions would slow existing traffic speeds and increase congestion. This would result in increased localized pollutant concentrations along these roadway segments. For example, according to the California Air Resources Board EMFAC model, a passenger vehicle traveling at 5 miles per hour generates 1.85 grams of CO per mile while a passenger vehicle traveling at 35 miles per hour generates 1.06 grams of CO per mile. However, as discussed above, maximum volumes would be over 40 percent less than the maximum volume used for the 2003 AQMP attainment demonstration. In addition, transportation modeling completed for the Proposed Project found that traffic volumes on Colorado Boulevard would be reduced by approximately 20 percent as drivers search for other routes in the area. Similar reductions would occur on Olive Avenue. Given the relatively low traffic volumes and the low emission rates associated with the existing vehicle fleet, there is no potential for the lane reduction to result in significant localized pollutant concentrations.

Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this approximately 19-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

Impact 3.3-4: As discussed in Section 3.3.4 of the EIR, construction activities associated with the Proposed Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and

cease upon project completion. In addition, the Proposed Project would be required to comply with the California Code of Regulations, Title 13, Section 2449(d)(3), which applies to off-road diesel vehicles with a break horsepower (bhp) greater than 50, and Section 2485, which minimizes the idling time of on-road diesel-fueled construction equipment with a gross vehicle weight rating greater than 10,000 pounds either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Proposed Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from reactive organic gases emissions during architectural coating. Regarding operations, the SCAQMD identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Stations would include waste bins that would be maintained on a regular basis and would not typically generate significant odors.

Reference. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-17 through 3.3-26. Chapter 3 of the Final EIR, page 3-22.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to air quality would be less than significant.

7.4 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a less-than-significant impact related to biological resources with respect to the following significance threshold:

- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (Impact 3.4-5 (construction only)).

Impact. As discussed in Section 3.4.4 of the EIR, there is potential for the Proposed Project to remove trees or vegetation to accommodate station platforms within the Cities of Los Angeles, Glendale, Burbank, and Pasadena. Each of these jurisdictions have ordinances governing the removal and replacement of trees as a result of construction activities, which would reduce the potential for significant impacts.

Reference. Section 3.4, Biological Resources, of the Draft EIR, page 3.4-12.

Mitigation Measures. This impact would be less than significant and does not require mitigation measures.

Finding. For the reasons stated above, Metro finds that this impact related to biological resources would be less than significant.

7.5 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a less-than-significant impact related to cultural resources with respect to the following significance threshold:

- Disturb any human remains, including those interred outside of dedicated cemeteries (Impact 3.5-3 (construction only)).

Impact. As discussed in Section 3.5.4 of the EIR, record searches indicated that no human remains have been recorded within the Project Area or within a 0.25-mile radius. The Project Area is highly developed and the likelihood of uncovering previously undiscovered human remains is low. Nevertheless, the results of previous studies do not preclude the existence of buried remains which may be encountered during the construction phase. Therefore, Metro would follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1); Health and Safety Code Section 7050.5, subdivision (c); and PRC Section 5097.98 (as amended by Assembly Bill 2641) if human remains are encountered during construction.

Reference. Section 3.5, Cultural Resources, of the Draft EIR, page 3.5-19.

Mitigation Measures. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

Finding. For the reasons stated above, Metro finds that this impact related to cultural resources would be less than significant.

7.6 ENERGY

As discussed in Section 3.6.1 of the EIR, the Proposed Project would result in a less-than-significant impact related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Impact 3.6-1); and
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Impact 3.6-2 (construction only)).

Impacts. *Impact 3.6-1:* As discussed in Section 3.6.4 of the EIR, construction activities would use energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction worker travel, delivery truck travel, and haul truck travel. Construction would result in a one-time expenditure of approximately 1,095,225 gallons of diesel fuel and 14,331 gallons of gasoline. Average annual fuel consumption would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of gasoline. Construction would not place an undue burden on available petroleum-based fuel resources. The one-time expenditure of gasoline would be offset by operations within one year and the one-time expenditure of diesel fuel would be offset within five years of operation through transportation mode shift. The temporary additional transportation fuels consumption does not require

additional capacity provided at the local or regional level. In addition, lighting equipment required for construction staging would consume a marginal level of electricity relative to regional consumption levels. Construction of the Proposed Project would be required to divert at least 50 percent of the construction generated debris to recycling facilities. By 2024, the net annual energy effects of Proposed Project operations would be an equivalent reduction of approximately 114,229,190 mega joules. The Proposed Project would result in the reduction of regional on-road vehicle miles traveled and annual transportation fuels consumption. Therefore, construction and operations of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Impact 3.6-2: As discussed in Section 3.6.4 of the EIR, implementation of Metro's Green Construction Policy, the CALGreen Code, and Title 24 would ensure that construction would be consistent with State and local energy plans and policies to reduce energy consumption. The Green Construction Policy commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 horsepower and restricting idling to a maximum of five minutes. The CALGreen Code requires reduction, disposal, and recycling of at least 50 percent of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged. This would ensure that the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Reference. Section 3.6, Energy, of the Draft EIR, pages, 3.6-17 through 3.6-24.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to Energy would be less than significant.

7.7 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would result in a less-than-significant impact related to geology and soils with respect to the following significance thresholds:

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in lateral spreading, liquefaction, or collapsible soils (Impact 3.7-3 (operations only)); and
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Impact 3.7-6 (construction only)).

Impacts. *Impact 3.7-3:* As discussed in Section 3.7.4 of the EIR, during operations, the Proposed Project is not expected to experience lateral spreading since liquefaction is not likely to occur in the Project Area. Furthermore, the liquefied area must be relatively near a free face, a vertical or sloping face such as a road cut or stream/riverbank, which is unlikely to occur (or

may be limited to very specific areas) in the Project Area. The potential for liquefaction is related to water-saturated soils. Deep groundwater is expected in the Project Area with isolated cases of shallower groundwater depth within the Eagle Rock Valley. Shallow groundwater is not expected in the Project Area. The Proposed Project would be located on exiting roadways that do not have a history of collapsible soils. The relatively deep groundwater conditions substantially reduce the potential for collapse.

Impact 3.7-6: As discussed in Section 3.7.4 of the EIR, the Project Area is underlain with sediments of high paleontological potential Pleistocene-age older sedimentary deposits or Miocene-age Topanga Formation. While the Project Area is heavily developed and construction activities would only require shallow excavation, it is possible that previously undiscovered paleontological resources or unique geological features would be uncovered during construction in the upper three feet of the site. In the unanticipated event that fossil resources are discovered during construction, they should be protected from further excavation, destruction, or removal as required by the California PRC.

Reference. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-15 through 3.7-18.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above, Metro finds that the above-referenced impacts related to geology and soils would be less than significant.

7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 4.1.2 of the EIR, the Proposed Project would result in a less-than-significant impact related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Hazards Impact “a”);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Hazards Impact “b”);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Hazards Impact “c”);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Hazards Impact “d”);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Hazards Impact “f”); and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Hazards Impact “g”).

Impacts. *Hazards Impact a:* As discussed in Section 4.1.2 of the EIR, construction activities would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project.

Hazards Impact b: As discussed in Section 4.1.2 of the EIR, Construction activities would not involve the use of significantly hazardous materials. Excavation work associated with utility relocations and station platform construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. Construction vehicles would use diesel fuel, although the accidental release of construction fuel would not significantly endanger the public or the environment through reasonably foreseeable upset or accident conditions.

Regarding operations, Project activities would not involve the use of significantly hazardous materials. Vehicle maintenance activities would require the use of detergents and cleansers. These are not hazardous materials that could endanger the public or the environment through reasonably foreseeable upset and accident conditions.

Hazards Impact c: As discussed in Section 4.1.2 of the EIR, there are many schools located within one-quarter mile of the approximately 19-mile alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. During operations, the potential for exposure to hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school.

Hazards Impact d: As discussed in Section 4.1.2 of the EIR, database searches revealed 469 environmental concern sites within one mile of the Proposed Project route, including 115 permitted underground storage tanks, 331 cleanup sites, and 23 sites of historical concerns. This includes two sites in the Cortese database of hazardous sites maintained by the Department of Toxic Substances Control. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. The Proposed Project would operate in repurposed existing travel lanes and would not operate on an existing hazardous materials site pursuant to pursuant to Government Code Section 65962.5.

Hazards Impact f: As discussed in Section 4.1.2 of the EIR, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required, and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would operate on existing roadways and would not affect the ability of emergency routes to serve the Project Area in the event of an emergency or disaster. Bus-only lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

Hazards Impact g: As discussed in Section 4.1.2 of the EIR, the Cities of Los Angeles, Burbank, Glendale, and Pasadena are Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection database. However, the Project Area is also highly urbanized and well protected by existing emergency response. In the event of a wildland fire outbreak during the construction phase of the Proposed Project, the construction manager would comply with the emergency response procedures of the local fire and police departments to ensure the safe evacuation of on-site workers and to ensure that construction staging would not interfere with emergency services. While the stations and roadway modifications would be constructed in areas prone to wildfires, these structures would not result in impacts to wildland fires, nor would they exacerbate risk of loss, injury, or death involving wildland fires. The Proposed Project would operate on existing roadways and in a highly developed urbanized area that is adequately served by fire emergency services. In the event of a wildland fire outbreak during operation of the Proposed Project, bus operators would comply with local fire and police department emergency procedures to ensure that riders and operators are safely evacuated.

Reference. Chapter 4.0, Other Environmental Considerations, of the Draft EIR, pages 4-4 through 4-8.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to hazards and hazardous materials would be less than significant.

7.9 HYDROLOGY AND WATER QUALITY

As discussed in Section 4.1.3 of the EIR, the Proposed Project would result in a less-than-significant impact related to hydrology and water quality with respect to the following significance thresholds:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Impacts. As discussed in Section 4.1.3 of the EIR, construction would include paving, striping, and reconstruction of sidewalks, which would result in an increase in surface water pollutants such as sediment, oil and grease, and miscellaneous wastes. Water quality would be temporarily affected if disturbed sediments were discharged via existing stormwater collection systems. Increased turbidity and other pollutants resulting from construction-related discharges can ultimately introduce compounds toxic to aquatic organisms, increase water temperature, and stimulate the growth of algae. Construction activities would disturb more than one acre and would require the construction contractor to prepare and implement one Storm Water Pollution Prevention Plan (SWPPP) applicable to each of the affected Cities in accordance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWQ, NPDES No. CAR000002) (Construction General Permit). Implementation of the SWPPP during construction would ensure that water quality objectives, standards, and wastewater discharge thresholds would not be violated.

Regarding operational activities, the Proposed Project would result in a negligible change in impervious area and there would be no major sources of new pollutants. Because the Project Area is currently a transportation corridor, the water runoff from roadway surfaces would contain the same types of pollutants as expected under existing conditions. However, enhanced bus frequencies could result in small increases in potential pollutants from bus operations. Because the Proposed Project would replace 5,000 square feet or more of impervious surface area on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation.

Reference. Chapter 4, Other Environmental Considerations, of the Draft EIR, pages 4-9 to 4-10.

Mitigation Measures. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

Finding. For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant with regulatory compliance.

7.10 LAND USE AND PLANNING

As discussed in Section 4.1.4 of the EIR, the Proposed Project would result in a less-than-significant impact related to land use and planning with respect to the following significance thresholds:

- Physically divide an established community (Land Use Impact "a"); and
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect (Land Use Impact "b").

Impacts. *Land Use Impact a:* As discussed in Section 4.1.4 of the EIR, construction activities would require temporary road, lane, and sidewalk closures, which would reduce pedestrian and vehicle mobility and access within and between local communities throughout the Project Area. The Proposed Project would operate entirely within existing transportation corridors and would not cause a change in land uses. Although there would be some turn restrictions and pedestrian crossing restrictions depending on the bus lane configuration, the Proposed Project would not physically divide an established community.

Land Use Impact b: Construction activities would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays within the City of Los Angeles, in accordance with the Los Angeles Municipal Code. Within the City of Burbank, City of Glendale, and City of Pasadena, in accordance with the City Codes construction would typically occur between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. 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. (Refer to the Section 3.9 Noise of the Draft EIR for the nighttime construction noise analysis.) Should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits, such as a variance to the Noise Ordinance in the City of Los Angeles. For these reasons, construction of the Proposed Project would not conflict with local land use plans.

Regarding operations, the Proposed Project corridor is an existing transportation route with ongoing bus service, and therefore, the Proposed Project operations would be compatible with existing land uses. This Proposed Project would be consistent with SCAG regional goals which focus upon land use and growth patterns that encourage transit and non-motorized transportation use by focusing growth along major transportation corridors in the region. The local land use plans for the jurisdictions along the project corridor include several goals and

policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor. The Proposed Project would not conflict with local land use plans.

Reference. Chapter 4.0, Other Environmental Considerations, of the Draft EIR, page 4-14 through 4-16.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to land use and planning would be less than significant.

7.11 NOISE

As discussed in Section 3.9 of the EIR, the Proposed Project would result in a less-than-significant impact related to noise and vibration with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (operations only)); and
- Generate excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (operations only)).

Impacts. *Impact 3.9-1*: As discussed in Section 3.9.4 of the EIR, operation of the Proposed Project would impact the noise environment along the corridor in two key ways. First, it would increase the number of buses traveling in the Project Area, with 90,200 annual revenue hours and 1,348,500 annual revenue miles in 2042. However, Metro bus service in the Project Area may be reduced in frequency or consolidated as part of the NextGen Bus Plan and/or in conjunction with the opening of the Project. These potential changes have not been implemented and are therefore not accounted for in the EIR noise analysis. The result is a more conservative analysis with louder background noise levels related to existing bus service. Second, the service would shift drivers from personal vehicles to BRT services, reducing 86,659 daily vehicle miles of travel throughout the region by 2042, of which 13,339 miles would be entirely reduced within the Project Area and 68,278 miles would be reduced from trips that start or end in the Project Area. The detailed analysis prepared for the Draft EIR demonstrates that operation of the Proposed Project would not significantly increase permanent noise levels.

Impact 3.9-2: As discussed in Section 3.9.4 of the EIR, operational vibration impacts would be attributed to the rubber tires on the buses. Under the Federal Transit Administration's Transit Noise and Vibration Assessment Manual, the use of rubber tires would not result in a significant

vibration-related impact because the Proposed Project does not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface.

Reference. Section 3.9, Noise, of the Draft EIR, page 3.9-15 through 3.9-31.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to operational noise would be less than significant.

8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Proposed Project:

- Transportation (CEQA Guidelines Section 15064.3, subdivision (b) during operations; hazards due to a geometric design feature during construction)
- Aesthetics (Conflict with applicable zoning and other regulations governing scenic quality during construction; substantial light or glare)
- Agriculture and Forestry Resources (farmland conversion; existing zoning for agricultural use; forest lands)
- Biological Resources (Adverse effect on special-status plant species, special-status wildlife species (operations); adverse effect on riparian or other sensitive natural community, adverse effect on federally protected wetlands; interfere with wildlife movement (operations); conflict with local policies or ordinances protecting biological resources (operations))
- Cultural Resources (archaeological resources during operations; human remains during operations)
- Geology and Soils (seismic activities and landslides during construction; surface fault rupture during operations; soil erosion; unstable soil during construction; subsidence during operations; expansive soil; alternative wastewater disposal systems; paleontological resource or site or unique geologic feature during operations)
- Greenhouse Gas Emissions (GHG) (generation of GHG emissions; conflicts with GHG reduction plans, policies, or regulations)
- Hazards and Hazardous Materials (proximity to private airstrips and public-use airports)
- Hydrology and Water Quality (groundwater supplies and management plans; drainage; water inundation; water quality control plans)
- Mineral Resources (loss of a known mineral resource; loss of a locally important mineral resource)
- Noise (exposure of persons to noise from private airstrips or public-use airports)
- Population and Housing (induce substantial population growth; substantial displacement of people or housing)
- Public Services (fire protection, police protection, schools, parks, or other public facilities)

- Recreation (parks and recreational facilities)
- Tribal Cultural Resources (impacts to California Native American Tribal Cultural Resources during operations)
- Utilities and Service Systems (relocation or construction of new or expanded water, wastewater treatment or storm water drainage; electric power, natural gas, or telecommunications facilities; water supplies; wastewater; solid waste)
- Wildfire (emergency response or evacuation plans; exacerbate wildfire risk and associated mitigating infrastructure; risk from post-fire slope instability or drainage changes)

Impact. No impacts would occur.

Reference. Section 3.1, Transportation, pages 3.1-28 through 3.1-29; Section 3.2, Aesthetics, pages 3.2-26; Section 3.4, Biological Resources, pages 3.4-10 through 3.4-13; Section 3.5, Cultural Resources, pages 3.5-18 through 3.5-19; Section 3.6, Energy Resources, page 3.6-23; Section 3.7, Geology and Soils, page 3.7-12 through 3.7-18; Section 3.8, Greenhouse Gas Emissions, pages 3.8-14 through 3.8-17; Section 3.9, Noise, page 3.9-31; Section 3.10, Tribal Cultural Resources, pages 3.10-5 through 3.10-7; and Chapter 4, Other Environmental Draft Considerations, pages 4-1 through 4-31 of the Draft EIR.

Mitigation Measures. No impact would occur and mitigation measures are not required.

Findings. Metro finds that the Proposed Project would not result in impacts to one or more aspects of the following resources, as described above:

- Transportation
- Agriculture and Forestry Resources
- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

9. CUMULATIVE IMPACTS

The cumulative impact analysis in the EIR considers the combined effect of the Proposed Project and Related Projects. Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project vicinity within the same timeframe as the Proposed Project. In this context, Related Projects includes past, present, and reasonably probable future projects. Refer to Chapter 5, Cumulative Impacts, of the Draft EIR and Chapter 3 of the Final EIR for a comprehensive list of projects considered in the cumulative analysis.

As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from a proposed project. Metro finds that there is no potential for a cumulative impact related to Agricultural and Forestry Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

9.1 TRANSPORTATION

Conflict with Programs, Plans, Ordinances, or Policies. Construction activities could interfere with circulation system, including transit, roadway, bicycle and pedestrian facilities through temporary lane closures, equipment activity, staging areas, and truck activity. Mitigation Measures **TRA-1** through **TRA-4** would ensure that the Proposed Project would not interfere with transit, traffic circulation and access, pedestrian operations and circulation, or bicycle operations and circulation during construction. Mitigation Measure **TRA-6** would reduce potential construction impacts on emergency vehicle access by requiring early notification and coordination with emergency service providers as part of the Traffic Management Plan. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during construction.

Regarding operational activities, the Proposed Project would generally include a combination of dedicated bus lanes (running along the center, median, side or curb lane) and mixed traffic operations. It is not expected that the cumulative projects would substantially diminish pedestrian circulation along the corridor and/or result in hazards due to a geometric design feature or incompatible uses. The related projects, independent of the Proposed Project, are not expected to result in the removal of bicycle lanes or any other operational adverse cumulative impacts on bicycle lanes. Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with local policies, including the City of Los Angeles Mobility Plan 2035, avoiding potential conflicts between the Proposed Project operations and bicycles. Emergency vehicles will be permitted to use the dedicated bus lanes along the Proposed Project corridor, and therefore emergency response time under cumulative conditions would be no worse than under current conditions. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during operations.

CEQA Guidelines Section 15064.3, subdivision (b). The Proposed Project is expected to decrease VMT and is also aligned with long-term environmental goals and relevant plans for the region and municipalities. The Proposed Project has a finding of less-than-significant for VMT, which results in a less-than-significant cumulative impact for VMT. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with VMT is not cumulatively considerable.

9.2 AESTHETICS

Scenic Vistas. There are no formal or designated scenic vistas within the Project Area. Scenic viewing areas are available at higher elevations in the San Gabriel Mountains and Santa Monica Mountains. Views from these vista points would be unaffected by the Proposed Project. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic vistas.

Scenic Resources within State Scenic Highway Corridors. The Project Area and its surroundings are not within the viewshed of any scenic highway. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic resources within State scenic highway corridors.

Visual Character or Quality. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians at the locations of station platforms. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring site-specific public art and streetscape beautification. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with visual character or quality is not cumulatively considerable.

Light and Glare. Because the Proposed Project is located in a developed, urban area, there is a substantial amount of existing lighting and glare from streetlights, buildings, vehicles, and other sources. The primary elements of the Proposed Project that could result in lighting, glare, and shading are the station upgrades and additional buses. These elements would not be expected to result in a substantial change in existing lighting, glare, or shading. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with light and glare is not cumulatively considerable.

9.3 AIR QUALITY

Consistency with Air Quality Plans. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. In addition, emissions modeling demonstrated that that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the SCAQMD AQMP. In addition, the Proposed Project would reduce VMT and associated transportation criteria air pollutant emissions in the Project Area as automobile trips would be replaced with zero emissions, electric buses. For these reasons, Metro finds that the impact related to the Proposed Project's consistency with the AQMP would not be cumulatively considerable.

Cumulatively Considerable Net Increase of Criteria Pollutant for which the Region is Non-Attainment. The SCAQMD has promulgated guidance that if daily emissions generated by construction or operation of a project remain below the regional mass daily thresholds, those emissions would not result in a significant air quality impact under regionally cumulative considerations. Emissions modeling demonstrated that that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For this reason, Metro finds that the Proposed Project's incremental contribution to the significant cumulative impact associated with violations of air quality standards and substantial pollutant concentrations is not cumulatively considerable.

Substantial Pollutant Concentrations. Construction and operational activities were assessed for exposure to TACs and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures.

Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. Further, the enhancement of public transit service over this approximately 19-mile corridor would reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the substantial pollutant concentrations would not be cumulatively considerable.

9.4 BIOLOGICAL RESOURCES

Wildlife Species, Habitats, and Wetlands. Construction activities would include creating bus stops, restriping existing roadway, and other roadway modifications (i.e., removal of existing medians) and would not contribute to development in the Project Area. The Proposed Project could result in temporary impacts on plants, bats, and bird species through the removal of street trees to construct stations. Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the Migratory Bird Treaty Act and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800).

Operational activities would not affect the Coastal Sage Scrub community along SR-134. In addition, there is already a high level of human activity, night lighting, and noise and the Proposed Project would not increase levels of human activity, night lighting, or noise. Therefore, operation of the Proposed Project would not result in impacts on any species identified as a candidate, sensitive, or special-status. Once construction is complete, no additional removal of

trees would be required; therefore, project operation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to wildlife species, habitats, and wetlands would not be cumulatively considerable.

9.5 CULTURAL RESOURCES

Historical Resources. Within the cumulative setting, there are a total of 23 designated properties (listed in the National, California, and/or local register), including 16 contributors to historic districts, and 29 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including eight that are contributors to a potential historic district. An additional six potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project. During construction and operational activities, the Proposed Project has the potential to affect historic streetlights on Central Avenue and Broadway in the City of Glendale that are within proposed station platform footprints and historic buildings in the Cities of Los Angeles, Burbank, Glendale, and Pasadena that are immediately adjacent to proposed station platform footprints. Mitigation Measure **CUL-1** would mitigate impacts to historic resources by ensuring that the Proposed Project design would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties Rehabilitation Standards. Effects to historic resources would not be significant with mitigation. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to historic resources would not be cumulatively considerable.

Archaeological Resources. Although much of the Project Area is developed and paved, there is a potential for buried archaeological deposits to exist. The potential for an individual project to impact significant archaeological resources is unknown but it is possible that cumulative growth and development in the Project Area could have impacts on significant archaeological and paleontological resources. Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. There is no potential for the Proposed Project to encounter sub-surface archaeological resources during operations. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to archaeological resources would not be cumulatively considerable.

9.6 ENERGY RESOURCES

Wasteful, Inefficient, or Unnecessary Energy Consumption. Relative to existing petroleum-based transportation fuels consumption in Los Angeles County, construction of the Project would temporarily increase annual diesel fuel consumption within the County by approximately 0.17 percent and would temporarily increase annual gasoline fuel consumption by approximately 0.0002 percent. The Proposed Project would adhere to the provisions of the

Metro Green Construction Policy to control and minimize energy use. Energy demand would be within the existing and planned electricity and natural gas capacities.

Operational activities would result in changes (net benefits) to energy resources consumption through direct electricity demand for zero emission vehicle bus propulsion and indirect, reduction of transportation fuels combustion from passenger vehicles on the regional roadway network. Based on 2019 Metro usage, operations would increase systemwide electricity consumption by 1.1 percent. In addition to direct energy consumption, implementation of the Proposed Project would reduce on-road regional VMT. Implementation of the Proposed Project would reduce annual VMT by over 30 million, and would decrease regional gasoline and diesel fuels consumption by 755,140 gallons and 168,608 gallons, respectively. The effects of Proposed Project operations would reduce regional petroleum-based energy consumption and would improve regional transportation energy efficiency.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.

Obstruction or Conflict with Energy Plan. All equipment and vehicles that would be used in construction activities would comply with applicable California Air Resources Board regulations, the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The Proposed Project does not conflict with Metro design criteria or California Code of Regulations Title 24 (including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - California Green Building Standards Code (CAL Green Code), and Part 12 - California Reference Standards Code). The Proposed Project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible. The BRT system would reduce auto passenger vehicle trips and reduce reliance on petroleum-based transportation fuels. The benefits of the Proposed Project are consistent with the goals, objectives, and policies of SCAG and the Cities of Los Angeles, Burbank, Glendale, and Pasadena outlined in the local regulatory framework above. As the renewable energy portfolios of Metro and the Los Angeles Department of Water and Power expand over time, natural resources consumption to provide the electricity required for BRT operations would become more energy efficient. The Proposed Project would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption. In addition, the Proposed Project would not interfere with renewable portfolio targets and would not result in a wasteful or inefficient expenditure of energy resources. The Proposed Project would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.

9.7 GEOLOGY AND SOILS

Earth Movement. Construction activities would not involve substantial earthmoving along slopes, such that existing landslide risks would be worsened or exacerbated. Therefore, no construction impact would occur related to seismic activities, including landslides. The Proposed Project would be designed based on the latest versions of local and State building codes and regulations in order to counteract erosion. There is no potential for the surface-running BRT to result in substantial soil erosion or the loss of topsoil or risk from expansive soils. Regarding operational activities, the Proposed Project would be located in a seismically active region. There is potential for operational activities to be influenced by earthquakes and related effects, such as ground shaking and liquefaction. Mitigation Measure **GEO-1** would mitigate inadvertent impacts to geology and soils during construction activities by ensuring the Proposed Project is designed to limit potential seismic impacts. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to earth movement would not be cumulatively considerable.

Paleontological Resource or Unique Geologic Feature. Paleontological resources have been recorded from the subsurface of the Project Area and Project Vicinity. However, due to the minimal amount of deep excavation with the potential to encounter native sediments with high paleontological potential (i.e., Pleistocene-age older sedimentary deposits and Miocene-age Topanga Formation), the Proposed Project would not significantly impact paleontological resources. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to paleontological resources or unique geologic features would not be cumulatively considerable.

9.8 GREENHOUSE GAS EMISSIONS

There is an existing cumulative impact in the Project Area related to GHG emissions. The cumulative setting is both regional and statewide. The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The OPR acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO_2e emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of

Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

9.9 HAZARDS AND HAZARDOUS MATERIALS

Significant Hazard to the Public or Environment. Construction activities would involve minimal ground disturbance and excavation. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. As previously discussed, the SCAQMD regulates disposal of asbestos (Rule 1403) and contaminated soils (Rule 1166). There would be no hazardous emissions associated with operations of the Proposed Project. For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to significant hazards to the public or environment would not be cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions. As discussed above, the handling, transport, and disposal of all hazardous materials during construction would be done according to the applicable regulations to reduce the risk of accidental release into the environment. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the release of hazardous materials from upset or accident conditions would not be cumulatively considerable.

Hazardous Conditions at Schools. There are multiple schools located within a quarter-mile of the Proposed Project alignment. However, the Proposed Project and Related Projects would comply with strict regulations administered by local, State, and federal agencies, ensuring that their impacts to schools would be less than significant. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to hazardous materials at schools would not be cumulatively considerable.

Hazardous Materials Sites. There is an existing cumulative impact in the Project Area related to known hazardous sites, including 469 environmental concern sites, and associated remediation efforts. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this existing cumulative impact. Construction activities would involve minimal ground disturbance and excavation, though could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal,

State, and local regulations. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact. The Proposed Project operational activities would also not have a cumulatively considerable contribution to the existing cumulative impact regarding hazardous materials sites.

Safety Hazard Near Public Airports or Private Airstrips. The Project Site and its surroundings are not located near public airports or private airstrips. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to safety hazards near public airports or private airstrips.

Exposure of People or Structures to Risk Involving Wildland Fires. Neither the Project Site nor its surroundings are susceptible to wildland fires. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to wildland fires.

Physical Interference of Emergency Plans and Emergency Evacuation Plans. The Proposed Project and the Related Projects would not require the permanent closure of emergency/disaster routes or impede emergency vehicle access to the Project Site and its surrounding area. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to adopted emergency response plans or emergency evacuation plans would not be cumulatively considerable.

9.10 LAND USE AND PLANNING

Physically Divide an Established Community. The Proposed Project would not physically divide an established community. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to physically divide an established community.

Conflict with Applicable Land Use Plans or Policies. The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit orientated development pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. For the reasons stated above, Metro finds that the Proposed Project's incremental

contribution to the potentially significant cumulative impact related to land use plans would not be cumulatively considerable.

9.11 NOISE

Exposure to Excessive Noise Levels. The Proposed Project's construction activities could increase ambient noise levels by approximately 15 dBA L_{eq} near any of the potential 22 station construction sites along the alignment, generating significant increases before mitigation measures are applied. Mitigation Measure **NOI-1** would reduce the impact to less than significant by requiring noise monitoring and control measures when levels exceed allowable standards. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction noise impact would not be cumulatively considerable.

The Proposed Project would reduce VMT and associated transportation noise from operation of motor vehicles in the Project Area as people shift to public transit. As a result, even with the addition of BRT service, permanent increases in noise would be minimal and not significant. Therefore, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative operational noise impact would not be cumulatively considerable.

Exposure to Excessive Groundborne Vibration. There is no cumulative vibration impact in the Project Area and the Proposed Project would not result in a significant vibration impact with implementation of Mitigation Measure **NOI-2** for construction activities. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction vibration impact would not be cumulatively considerable.

Exposure to Excessive Noise Levels Associated with Public Airports or Private Airstrips. The Proposed Project and Related Projects are not within the proximity of a public airport. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to excessive noise associated with public airports or private airstrips.

9.12 TRIBAL CULTURAL RESOURCES

There is an existing cumulative impact in the Project Area related to tribal cultural resources. The cumulative setting is the areas of potential disturbance. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources were identified through the Assembly Bill 52 consultation process. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried tribal cultural resources, if extant. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Although much of the Project Area is developed and paved, there is a potential for buried tribal cultural resources deposits to exist during earthwork activities. The potential for an individual project to impact significant tribal cultural resources is unknown but it is possible that cumulative

growth and development in the Project Area could have impacts on significant tribal cultural resources. Mitigation Measure **CUL-1** would mitigate inadvertent impacts to potential subsurface tribal cultural resources during construction activities by ensuring proper treatments. Effects to tribal cultural resources would not be significant with mitigation. There is no potential for the surface-running BRT to encounter tribal cultural resources. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to tribal cultural resources.

10. ROUTE OPTIONS, DESIGN CONFIGURATION OPTIONS, ALTERNATIVES, AND MITIGATION MEASURES

CEQA provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" (PRC, § 21002.) However, "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Ibid*.)

As defined by CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (Sequoyah Hills Homeowners Assn. v. City of Oakland (1993), 23 Cal.App.4th 704, 715.) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 417; California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957.)

10.1 ROUTE OPTIONS AND ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the Draft EIR described and evaluated the relative merits of a range of reasonable alternatives to the Proposed Project that would avoid or create substantially lesser impacts than the significant impacts of the Proposed Project.

The Draft EIR assessed route options for the BRT. This was necessary due to public feedback during the 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 stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple route alignments. Two CEQA alternatives were also assessed in the Draft EIR: a No Project (Alternative 1) and an Improved Bus Service Alternative (Alternative 2).

The following describes the Route Options assessed but not included as part of the Proposed Project in the Final EIR.

Route Option A2 in North Hollywood. This route would follow Lankershim Boulevard between the North Hollywood Station 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.

Route Option E2 in Glendale. This 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 (primarily 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 in Glendale. This route would operate in general-purpose traffic lanes between Glenoaks Boulevard 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.

Route Option F2 in Eagle Rock. This route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in side-running bus lanes. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. Under this configuration, the existing buffered bike lanes would be converted to 11- or 12-foot shared bus-and-bicycle lanes. Bicycles would be allowed to operate within the bus lane. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone.

Route Option F3 in Eagle Rock. This 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.

Route Option G2 in Pasadena. This 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 in Pasadena. This 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.

The No Project Alternative, or Alternative 1, 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.

The Improved Existing Bus Service Alternative, or Alternative 2, would implement improved existing bus service instead of BRT. The bus line would be a local express service with 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. The buses would operate in mixed-flow traffic with transit signal priority systems. 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 median-running, center-running, or side-running configuration. Physical improvements would be limited to new signs at bus stops as well as shelters 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. Like the Proposed Project, 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.

10.2 FINDINGS FOR ROUTE OPTIONS

Route Option A2 in North Hollywood would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Lankershim Boulevard for Project components. This route option has increased effects to on-street parking, sidewalk widths, and requires converting mixed-flow travel lanes to dedicated bus lanes along a constrained portion of Lankershim Boulevard. There was also community preference for Route Option A1 in North Hollywood. For these reasons, Metro finds that Route Option A2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E2 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Colorado Street for Project components. Additionally, this option was demonstrated to result in less ridership than the Proposed Project route. Route Option E2 would not improve regional transit ridership to the same degree that the Proposed Project would. For

these reasons, Metro finds that Route Option E2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E3 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that improves service reliability and is more competitive with auto travel. In addition, this route option does not achieve the project objective of improving transit access to local and regional activity and employment centers, as the alignment bypasses the core of Glendale. For these reasons, Metro finds that Route Option E3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F2 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there was a lack of community support for this Route Option. Additionally, this option conflicted with City of Los Angeles goals and policies for bicycle facilities. For these reasons, Metro finds that Route Option F2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F3 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Route Option F3 would not improve service reliability and regional transit ridership to the same degree as the Proposed Project, due to slower service as a result of travel in mixed-flow traffic lanes. This Route Option also decreases accessibility to the route for the Eagle Rock community. For these reasons, Metro finds that Route Option F3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option G2 in Pasadena would contribute to some of the Proposed Project's objectives. However, this Route Option would not provide as direct a connection to the Metro L Line (Gold) as the Proposed Project, thus not enhancing connectivity to Metro and other regional transit services as effectively as the Proposed Project. For this reason, Metro finds that Route Option G2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option H2 in Pasadena would contribute to some of the Proposed Project's objectives, including improving transit access to major activity centers such as Pasadena City College. However, this Route Option does not provide as direct access to the core of the activity and employment center in the Pasadena commercial district as the Proposed Project. For this reason, Metro finds that Route Option H2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

10.3 FINDINGS FOR THE NO PROJECT ALTERNATIVE

Although pursuing the No Project Alternative would avoid the Proposed Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the Draft EIR infeasible (CEQA Guidelines Section 15091(a)(3)). By pursuing the No Project Alternative, Metro would not 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; or support community plans and transit-oriented community goals. Most importantly, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. For these reasons, Metro finds that the No Project Alternative is not feasible.

10.4 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the EIR. As described in the Draft EIR, 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. If the No Project Alternative is identified as the environmentally superior, CEQA requires identification 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. The Improved Existing Bus Service Alternative is the environmentally superior alternative because 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.

The Improved Existing Bus Service Alternative would meet some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because Alternative 2 would require buses to operate in mixed-flow traffic for the entirety of the route, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Alternative 2 would not improve service reliability and regional transit ridership to the same degree that the Proposed Project would, due to slower service as a result of travel in mixed traffic lanes and more frequent stops. For these reasons, Metro finds that the environmentally superior alternative, Alternative 2, inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

10.5 FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered every mitigation measure recommended in the EIR. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Proposed

Project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Proposed Project.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro modified some of the mitigation measures in response to such comments. In response to other such comments, Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board commends staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Proposed Project would not result in any significant and unavoidable impacts.

5. Mitigation Monitoring and Reporting Program

5.1 INTRODUCTION

Section 21081.6 of the PRC requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

5.2. PURPOSE

Table 5-1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 5-1** and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Responsible Party for Implementing Mitigation: The entity accountable for the action.
- Enforcement Agency and Monitoring Phase: The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 5-1 – Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
AESTHETICS			
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.	Conduct review of historic resources identified in the Historical Resources Project Area to determine Project's consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Lead Engineer and Architectural Historian	1. Metro 2. Final Design
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: • Street trees shall be replaced in accordance with the regulations established by each 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.	Prepare a Landscape Replacement Study; Replace plant material from center medians and sidewalks according to jurisdictional requirements.	Lead Engineer/Landscape Architect	1. Metro 2. Final Design through Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.	After conducting a Landscape Replacement Study, design median, barriers, or other dividers with patterns or decorative features in accordance with local streetscape design guidelines.	Lead Engineer/ Landscape Architect	1. Metro 2. Final Design through Construction
BIOLOGICAL RESOURCES			
BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures: • 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	Limit construction to outside the bird nesting season and outside the maternal and non-active bat season. Should vegetation be removed during these times, proper mitigation for habitat loss, vegetation replacement, and species protection shall be conducted.	Construction Contractor	1. Metro 2. Pre-Construction/ Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures: • 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 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. • 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.			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
• 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).			
CULTURAL RESOURCES			
Refer to **CUL-1**	Refer to **CUL-1**	Refer to **CUL-1**	Refer to **CUL-1**
CUL-2: A Qualified Archaeologist, 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	A qualified archaeologist shall remain on call for all ground-disturbing activities to ensure Contractor is properly trained in WEAP. Unanticipated archaeological resources discovered shall be handled, removed, and preserved according to the applicable requirements of PRC Section 21083.2.	Construction Contractor/Archaeological Monitor	1. Metro 2. Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. 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. 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.			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GEOLOGY AND SOILS			
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.	Design Proposed Project according to applicable regulations; conduct geotechnical investigations prior to construction to determine risks associated with liquefaction.	Lead Engineer/ Geotechnical Consultant	1. Metro 2. Final Design
NOISE			
NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, 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	Prepare Noise Control and Monitoring Plan and Submit to Metro	Construction Contractor	1. Metro 2. During Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. 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: • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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 L_{eq} 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 L_{eq} 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 L_{eq} 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			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
5 dBA L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. • City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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. Noise-reducing methods that may be implemented include: • 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.			
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, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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: • The contractor shall minimize the use of tracked vehicles.	Prepare Vibration Control Plan	Construction Contractor	1. Metro 2. Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
• 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.			
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 or 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: • 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.	Prepare Vibration Control Plan	Construction Contractor	1. Metro 2. Construction
TRANSPORTATION			
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	Prepare a Traffic Management Plan	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.			
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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
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	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.			
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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	Design Proposed Project to safely integrate bicycle and automobile lanes	Lead Engineer/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Final Design

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
TRIBAL CULTURAL RESOURCES			
Refer to **CUL-2**	Refer to **CUL-2**	Refer to **CUL-2**	Refer to **CUL-2**

SOURCE: Terry A. Hayes Associates Inc., 2022.

ATTACHMENT D

North Hollywood to Pasadena Transit Corridor



Metro

PUBLIC AND AGENCY OUTREACH

Beginning in February 2021, Metro began an additional round of public outreach to update the communities along the North Hollywood to Pasadena Bus Rapid Transit Corridor on revisions made to the project alternatives presented in the Draft Environmental Impact Report (EIR). These revisions were made in response to the nearly 450 comments received during the Draft EIR public review period and what the project team heard at the two virtual Public Hearings conducted in November 2020. Upon further evaluation of the comments, the project team made several refinements to the Proposed Project, particularly in Burbank and along Colorado Boulevard in Eagle Rock. In order to present these refinements to the community, the project team held several elected official briefings/presentations, attended coordination meetings with key City staff, and conducted several key stakeholder and business roundtable meetings, as well as several virtual community meetings.

Throughout this public engagement effort, the project team gathered feedback on any technical aspects of the Proposed Project and any refinements proposed to the alignment along Colorado Boulevard in Eagle Rock or Olive Avenue in Burbank. This effort provided multiple opportunities for key groups and businesses, as well as the communities of Eagle Rock and Burbank, to provide feedback on any new refinements made to the project since the release of the Draft EIR. These additional opportunities for comment were designed to be transparent and inclusive, and allowed community members optional and/or extended meeting times to have all of their many questions and comments adequately responded to. Due to the COVID-19 pandemic and LA County Safer at Home orders, all meetings were held virtually to allow the public to attend from the safety of their homes. In addition, the meetings were recorded and made available on the project website along with the meeting presentation materials.

This report documents the additional outreach activities completed from February 2021 through January 2022. The initial outreach efforts from February through May 2021, focused primarily on the earlier refinements made to the project prior to its approval by the Metro Board at its May 2021 meeting. Although the Board approved the project alignment and proposed design options, staff was also directed to continue working with the corridor cities on the exact bus lane configurations, particularly in Eagle Rock and Burbank. As a result, a number of additional refinements, including a new side-running concept for a segment of Olive Avenue in Burbank, were subsequently developed. From September through January 2022, the outreach efforts then focused on providing additional updates on these newer project refinements and on soliciting and receiving the community's feedback. The community input received will help inform the Final EIR and the final Project to be considered for certification and approval by the Metro Board in early 2022.

ENGAGEMENT ACTIVITIES: SPRING 2021 (FEBRUARY – MAY)

ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Spring 2021 outreach process.

As shown in **Table 1,** the briefings and presentations included the following agencies and key stakeholders:

Table 1. Elected Officials and City Staff Briefings

Meeting Date	Agencies
February 12, 2021	Burbank Councilmember Anthony and Schultz
March 11, 2021	Metro Board Staff
March 26, 2021	Office of Assemblymember Wendy Carillo; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti
March 30, 2021	Burbank City Council
April 1, 2021	Arroyo Verdugo Communities Joint Powers Authority
April 7, 2021	San Fernando Valley Service Council
April 12, 2021	San Gabriel Valley Service Council
May 6, 2021	Los Angeles Department of Transportation; Bureau of Street Services; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti; Office of Los Angeles City Council Kevin de Leon
May 17, 2021	City of Burbank technical staff and Office of Glendale City Councilmember Najarian
May 18, 2021	Office of Los Angeles City Councilmember Kevin de Leon
May 25, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon, Offices of Mayor Eric Garcetti and Office of Los Angeles County Supervisor Hilda Solis

STAKEHOLDER AND BUSINESS ROUNDTABLE MEETINGS

In March 2021, Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting them to the public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school and university organizations.

Key Stakeholder Roundtable Meetings

Two virtual key stakeholder roundtable meetings were conducted for Eagle Rock stakeholders on Tuesday, March 16, 2021. These two meetings were held at alternate times in order to accommodate the many stakeholders' schedules. At each roundtable meeting, Metro provided an update on the additional refinements being proposed for Eagle Rock, an updated project timeline, next steps and an opportunity for dialogue and discussion in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback on the project and/or project refinements.

Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in both English and Spanish, with an email open rate of approximately 41% out of the total who received the e-blasts. **Table 2** provides a list of these meetings.

Table 2. Key Stakeholder Roundtable Meetings

Meeting Date	# of Attendees
Tuesday, March 16, 11 AM – 12:30 PM	33
Tuesday, March 16, 5:30 PM – 7:00 PM	36
Total	**69**

The following key takeaways were received from the key stakeholder roundtable meetings:

- Strong support for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period which included, among other design features, one travel lane in each direction. Participants would like to see the community-driven proposal for Colorado Boulevard executed to the maximum extent possible—especially with the sidewalk-level bike lanes.
- General support across breakout rooms for the proposed refinements to Route Option F1 from the Draft EIR, including a travel lane reduction on Colorado Boulevard east of Eagle Rock Boulevard.
- Many participants want to see the Eagle Rock Boulevard station pushed east to Caspar and Maywood because it's more pedestrian-friendly.
- Strong desire among many participants for native and drought-tolerant plants and shade included with the project, and concerns about ensuring business signs are not blocked by landscaping.
- Concerns throughout breakout rooms regarding construction impacts and whether a Business Interruption Fund could be implemented.
- Strong desire to preserve as much parking as possible along Colorado Boulevard.
- Want to make sure the concept is safe for pedestrians and bikes by implementing traffic calming measures, widening sidewalks, implementing sidewalk-level bike lanes

and providing higher visibility for bike lanes and crosswalks. No shared bus and bike lanes.

- Several requests for traffic calming measures to be put in place on side streets near Colorado Boulevard.
- General concerns about the transition from side- to center-running bus lanes; some preferences for a single lane all along Colorado Boulevard to avoid traffic delays from interactions with buses and vehicles crossing over from side-running to center-running.
- Some willingness to sacrifice some bike lane buffering if it increases transit reliability and speed.
- Request for Zone 1 station to be closer to Sierra Villa Drive.
- Safety needs to be prioritized because of the schools in the project area.

Business Roundtable Meeting

A virtual roundtable meeting was conducted with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the meeting, Metro provided an overview of the project, an update on the project refinements proposed for Eagle Rock, the project timeline, next steps, and an opportunity for dialogue and discussion with the project team. The meeting format allowed attendees to ask questions and provide feedback on the project and/or proposed refinements.

Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts), with an open rate of approximately 34% out of the total who received the e-blasts. Additionally, flyers notifying businesses of the meeting were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting. **Table 3** provides the date of the Business Roundtable meeting and the number of attendees.

Table 3. Business Roundtable Meeting

Meeting Date	# of Attendees
Friday, March 26, 11 AM – 12:30 PM	12

The following key takeaways were received from the business roundtable meeting:

- Several concerns about the effects of reducing travel lanes on traffic, especially when someone is parallel parking, and potential bottlenecking of traffic.
- Concerns about where left turns and U-turns will be eliminated in the one-lane zones.
- Questions about parking safety with car doors potentially opening directly into traffic and bike lanes.
- Questions about loading zones remaining open for deliveries.
- Desire for parking structures to be added.
- Questions about the potential availability of a Business Interruption Fund.

- Some support for refined Route Option F1, which included a travel lane reduction on Colorado Boulevard, east of Eagle Rock Boulevard.
- Questions about signal timings and their implementation with the Proposed Project.

SPRING 2021 COMMUNITY MEETING

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined changes and/or alignments in Eagle Rock and Burbank and to seek their feedback.

Community Meeting Notices

A targeted outreach effort to inform project stakeholders of the upcoming community meeting was conducted in a number of ways, including emails (e-blasts), door-to-door flyers, press releases, and notifications on Metro's "The Source" website. Additionally, local news media sources displayed the notices on digital platforms. A total of five e-blasts were sent with an average email open rate of approximately 30% out of the total who received the e-blasts. An additional e-blast was sent after the community meeting thanking those who participated and providing guidance on where to find the meeting information presented, how to access the meeting recording and next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in both English and Spanish were also distributed within the community of Eagle Rock prior to the meeting.

Table 4. Community Meeting

Meeting Date/Time	# of Attendees	# of Speaker Comments	# of Written Comments
April 1, 2021, 5:30 – 9:30 PM	369	50	28
Total Comments		**78**	

Community Meeting Format and Materials

The format of the virtual community meeting consisted of a PowerPoint presentation given by Metro staff followed by a facilitated question and answer period. During the PowerPoint presentation, Metro staff provided an overview of the Proposed Project, including refinements made since the Draft EIR, and discussed next steps. Due to the number of attendees who requested to ask questions and/or provide comments, the meeting time was extended by an additional two hours. Similar to an in-person open house, no time limits were placed on public speakers to allow for all questions and comments to be heard. In addition to simultaneous Spanish interpretation during the virtual meeting, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Community Meeting Comments

The majority of the attendees that provided feedback at the community meeting generally supported the project and the need for improved transit service. Additionally, the majority of feedback received during the meeting related to the Eagle Rock portion of the study area. Attendees also provided comments on their preference between the two Colorado Boulevard design options that were presented by Metro during the prior month's Eagle Rock stakeholder roundtable meetings.

The following key takeaways were received from the community meeting:

- **Bike Lanes:** Some stakeholders voiced the need for incorporating bicycle lanes into the project and advocated for additional safety measures, including protected lanes, raised lanes and lanes separated from traffic.

- **Businesses:** Some stakeholders expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders also expressed concerns that removal of parking would negatively affect businesses and that the removal of a traffic lane would increase traffic and discourage patrons from accessing businesses along Colorado Boulevard. A few stakeholders commented that the project would benefit businesses along Colorado Boulevard and allow for transit users to access them.

- **Construction:** Comments and questions were raised regarding impacts during the construction of the project and if businesses would receive compensation and/or if a Business Interruption Fund would be available during construction.

- **Design Option Preference:** Many stakeholders expressed an overall preference for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period to be included as part of the project. Many stakeholders voiced a preference for the Refined F1 alignment presented during the meeting. A few comments mentioned a preference for the original F1 alignment in the Draft EIR, or a preference for the SR-134 Freeway alignment.

- **Landscape/Greenspace:** Many concerns were expressed about loss of landscape and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, some stakeholders expressed the need for landscape improvements and/or trees and vegetation with the project.

- **Outreach:** A few stakeholders stated the need for more outreach and/or expressed lack of outreach conducted for the project. Additionally, some stakeholders expressed concern that opportunities for stakeholders to participate in the process, especially

businesses and those unable to access virtual meetings, were limited due to the COVID-19 pandemic.

- **Parking:** Stakeholders expressed concerns about the loss of parking, the replacement of parking and safety concerns of parking (such as car doors opening into traffic and/or bicycle lanes) with only one travel lane in some segments on Colorado Boulevard in Eagle Rock.

- **Safety/Security:** Many stakeholders voiced concerns about pedestrian and overall safety, especially near crossings on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project. Some stakeholders advocated for more general safety measures for pedestrians, cyclists, and vehicles with the Proposed Project.

- **Traffic/Lane Removal:** Many comments expressed concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock. Some concerns were voiced that an increase in traffic congestion would negatively affect safety and the environment from increased pollution from vehicle emissions idling in traffic. There were also some concerns about left-turn lanes and U-turns being eliminated with the lane removal and how that could affect access to businesses on Colorado Boulevard and access to neighborhood streets in Eagle Rock.

Community Feedback During Spring Outreach

During the community outreach process from February 2021 leading up to the Metro Board meeting in May, where the Draft EIR was presented along with recommended refinements to the project, additional comments were received via email and voicemail. The majority of comments received during that timeframe generally supported the project with preferences for design options and comments related to impacts. Additionally, the majority of comments were in reference to the Eagle Rock community or Eagle Rock design options.

Key takeaways included:

- **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic.

- **Businesses:** Many comments mentioned the need to preserve parking for businesses and voiced concerns that implementation of the project could negatively affect businesses along Colorado Boulevard.

- **Design Option Preference:** Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among

other design features, one travel lane in each direction. Many comments voiced a preference for the Refined F1 alignment presented to stakeholder groups in March. Some comments mentioned a preference for a SR-134 Freeway alignment.

- **Landscape/Greenspace:** Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscape in Eagle Rock. Some concerns were expressed about loss of landscape and/or trees with the project in Eagle Rock.

- **Parking:** Stakeholders expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock.

- **Traffic/Lane Removal:** Some comments voiced concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock with some concerns of spillover traffic onto neighborhood streets. There were also some concerns and questions about the project's effect on existing left-turn lanes and U-turns with the lane removal and how access on Colorado Boulevard in Eagle Rock could be affected.

ENGAGEMENT ACTIVITIES: SUMMER – FALL 2021 (JUNE – DECEMBER)

ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Summer/Fall 2021 outreach process.

As shown in **Table 5**, the briefings and presentations included the following agencies and key stakeholders:

Table 5. Elected Officials and City Staff Briefings

Meeting Date	Agencies
June 2, 2021	North County Cities
June 17, 2021	City of Burbank technical staff, Offices of Glendale City Councilmember Najarian and Office of Los Angeles County Supervisor Barger
July 8, 2021	Burbank Vice Mayor Talamantes and City Councilmember Anthony
July 15, 2021	Metro Technical Advisory Committee Streets and Freeways Subcommittee
July 21, 2021	Glendale City Councilmember Najarian, Office of Los Angeles County Supervisor Barger
August 3, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon

August 31, 2021	Office of Los Angeles City Councilmember Kevin de Leon
September 15, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon
September 16, 2021	Metro Board Staff
September 29, 2021	North County Cities
October 7, 2021	Arroyo Verdugo Communities Joint Powers Authority
October 11, 2021	Metro San Gabriel Valley Service Council
October 14, 2021	City of Pasadena and Pasadena City College technical staff
October 15, 2021	Office of Los Angeles City Councilmember Kevin de Leon
October 21, 2021	San Fernando Valley Council of Governments Board
November 3, 2021	San Fernando Valley Service Council
November 18, 2021	Burbank City Councilmembers Springer and Schultz, Vice Mayor Anthony
December 2, 2021	Arroyo Verdugo Communities Joint Powers Authority
December 14, 2021	City of Glendale technical staff
January 10, 2022	Burbank Mayor Talamantes
January 21, 2022	Burbank City Councilmember Frutos

TRANSIT RIDER APP AND INTERCEPT INTERVIEWS

Outreach efforts to existing transit riders were also conducted to help ensure that transit users within the project area and the adjacent corridor communities such as Burbank, Eagle Rock and North Hollywood were aware of the project. This outreach effort was also intended to get their feedback on the project and/or project refinements on Colorado Boulevard in Eagle Rock and on Olive Avenue in Burbank. In order to accomplish this, transit rider intercept interviews were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the NoHo B/G Line (Red/Orange) station in North Hollywood.

Additionally, a survey was sent out to transit riders within the project study area via Metro's Transit App. The survey was designed to better understand the characteristics of transit riders in the project study area and to understand what elements of the Proposed Project in Eagle Rock and Burbank they find most important. Two surveys were made available on the Transit App: one with a targeted geographic audience in Eagle Rock and one with a targeted geographic audience in Burbank. Both surveys were available from September 27, 2021 – October 10, 2021 and were available in Spanish, as well.

Table 6. Transit Rider Intercepts

Meeting Date/Time	Bus Stop Location	# of Intercept Comments
Friday, October 1, 2021 7:00 – 8:00 AM	Eagle Rock: Colorado Bl & Sierra Villa Dr	10
Friday, October 1, 2021 8:10 – 9:10 AM	Eagle Rock: Colorado Bl & Eagle Rock Bl	13
Friday, October 1, 2021 4:00 – 6:00 PM	Eagle Rock: Colorado Bl & Eagle Rock Bl	19
Wednesday, October 8, 2021, 7:15 – 8:00 AM, 8:20 – 9:20 AM	Burbank: Downtown Burbank Station, Front St	12
Wednesday, October 8, 2021, 4:00 – 6:00 PM	Burbank: Downtown Burbank Station, Front St	19
Wednesday, October 13, 2021, 6:45 – 8:45 AM	North Hollywood: NoHo Station, Lankershim Bl	22
Total Intercept Comments		**95**

The following key takeaways were received from the transit rider intercept interviews:

- Majority of riders interviewed did not know about the project but were generally supportive.
- Many comments voiced the need for more frequency and better reliability for the project when comparing to existing services.
- Some comments expressed minimizing traffic congestion as a priority.
- Some comments expressed a need or preference for bus only lanes.
- A slight preference for the two-lane design option on Colorado Boulevard in Eagle Rock.
- A slight preference for the side-running design option on Olive Avenue in Burbank.
- Some safety concerns were expressed, specifically at crosswalks, boarding areas and on the buses.

Figure 1. Transit Rider Intercepts



Eagle Rock: Colorado Bl & Sierra Villa Dr



Eagle Rock: Colorado Bl & Eagle Rock Bl



North Hollywood: NoHo Station



North Hollywood: NoHo Station

Table 7. Transit App Surveys

Transit App Survey Targeted Audience	# of Completed Surveys
Eagle Rock Survey (English)	185
Eagle Rock Survey (Spanish)	36
Burbank Survey (English)	131
Burbank Survey (Spanish)	34
Total Completed Surveys	**386**

The following key takeaways were received from the Transit App surveys:

- The top priorities for the project in Eagle Rock are improving crosswalks for pedestrians and minimizing traffic congestion
- The top priority for the project in Burbank is improving transit speed and reliability

FALL 2021 COMMUNITY MEETINGS

A total of four virtual community meetings were held to provide an update on the Proposed Project as well as project refinements being considered in Eagle Rock and Burbank. One of these refinements included the introduction of a new side-running option along a segment of Olive Avenue in Burbank. The first two virtual meetings were held on September 23, 2021 and focused on the two design options being considered for Colorado Boulevard in Eagle Rock. The second two virtual meetings were held on October 7, 2021 and focused on the project refinements being considered in Burbank, including the new side-running concept. The intent of these meetings was not only to provide updates to the community on the Proposed Project and refinements, but to continue to solicit public feedback and respond to any of the questions and/or concerns. Both meeting dates provided an opportunity for the public to attend either a lunchtime or evening meeting in order to accommodate the community's varying schedules. All meetings were held virtually with Spanish interpretation provided.

Community Meeting Notices

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), door-to-door flyers, car cards on Metro buses, a notification on Metro's "The Source" website and through local and City news media. A total of seven e-blasts were sent notifying the public about the community meetings with an average email open rate of approximately 32% out of the total who received the e-blasts. Additionally, an e-blast was sent following all of the community meetings thanking those who participated and providing guidance on where to find the meeting materials presented, how to access the meeting recordings and a discussion on next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in English, Spanish and Tagalog were also distributed within the community of Eagle Rock leading up to the community meetings. Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard to

specifically notify them of the upcoming meetings. A total of 20,000 flyers in English, Spanish and Armenian were also distributed within the community of Burbank leading up to the community meetings.

Table 8. Eagle Rock Community Meetings

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
September 23, 2021, 11:00 AM – 1:00 PM	130	233
September 23, 2021, 5:00 – 7:00 PM	85	120
Total Comments		**353**

Table 8. Burbank Community Meetings

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
October 7, 2021, 11:00 AM – 1:00 PM	72	86
October 7, 2021, 5:00 – 7:00 PM	49	54
Total Comments		**140**

Community Meeting Format and Materials

The format of both the Eagle Rock and Burbank virtual community meetings consisted of a PowerPoint presentation given by Metro staff followed by a moderated question and answer session right after. To allow for sufficient time to respond to the community's questions and/or concerns, questions and comments were only received via the Zoom Q&A function or via a dedicated text message line. All comments and questions were accepted during the meeting, but only responded to following the presentation. During the PowerPoint presentations for the two Eagle Rock meetings and two Burbank meetings, Metro provided an overview of the two design options being considered for Colorado Boulevard and Olive Avenue, respectively. In addition to simultaneous Spanish interpretation during the virtual meetings, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Eagle Rock Community Meeting Comments

The majority of the comments and questions received at the Eagle Rock community meetings expressed concerns with or asked clarifying questions regarding the Proposed Project and refinements presented for Colorado Boulevard in Eagle Rock.

The following key takeaways were received from the community meetings:

- **Businesses:** Some concerns were expressed that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders expressed concerns that removal of parking would negatively affect businesses and access to businesses. A few questions and concerns were received about impacts to outdoor dining and sidewalks in front of businesses.

- **Design Option Preference:** Some comments voiced a preference for the two-lane design option on Colorado Boulevard in Eagle Rock. Some comments mentioned a preference for a SR-134 Freeway alignment.

- **Landscape/Greenspace:** Some questions and concerns were received about loss of landscaping and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, questions were received about how tree types and landscaping will be replaced.

- **Parking:** Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Colorado Boulevard in Eagle Rock, and spillover parking in neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Colorado Boulevard in Eagle Rock.

- **Safety/Security:** Some comments and questions were raised about pedestrian and vehicle safety, especially near crossings on neighborhood streets from spillover traffic and on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project.

- **Traffic/Lane Removal:** Many comments expressed concern of an increase in traffic on Colorado Boulevard in Eagle Rock from implementation of the project. Some questions and concerns were raised about the traffic simulation video and if it takes into consideration other factors, such as accidents, neighborhood street traffic and cars parking. There were also some concerns about left-turn lanes being eliminated with the lane removal and how it could affect access to businesses, like Trader Joe's on Colorado Boulevard in Eagle Rock.

Burbank Community Meeting Comments

The majority of comments received at the Burbank community meetings expressed concerns, such as parking, impacts to businesses and traffic related to the Proposed Project and refinements presented for Olive Avenue in Burbank.

The following key takeaways were received from the community meetings:

- **Bike Lanes:** Some questions and comments raised concerns about bike access and bike lane removal on streets in Burbank and throughout the Proposed Project. Some

stakeholders raised questions about use of current bike lanes in Burbank and how they might be affected by the Proposed Project.

- **Businesses:** Some concerns were expressed that implementation of the project could negatively affect businesses along Olive Avenue in Burbank. Some concerns mentioned that removal of parking would negatively affect businesses.

- **Design Option Preference:** Some comments voiced a preference for the side running design option on Olive Avenue in Burbank. Some stakeholders raised questions about existing bus lines, ridership, type of buses being implemented, number of stops and frequency related to the Proposed Project on Olive Avenue in Burbank.

- **Parking:** Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Olive Avenue in Burbank, and spillover parking on neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Olive Avenue in Burbank.

- **Safety/Security:** Some comments and questions were raised about pedestrian safety on Olive Avenue with implementation of the project, especially near crossings at major intersections on Olive Avenue in Burbank.

- **Traffic/Lane Removal:** Some comments and questions expressed concern of an increase in traffic from implementation of the project on Olive Avenue in Burbank.

Community Feedback During Fall Outreach

During the community outreach process from early-September 2021 through mid-October 2021, including the Eagle Rock and Burbank community meetings held in late September and early October where updates to the Proposed Project and refinements were presented, additional comments were received via email and voicemail. The comments mostly supported the project with a preference for specific design options and/or pertained to potential impacts relating to the alignments on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. The majority of comments referred to the project design in Eagle Rock, and some comments referenced the project design in Burbank.

Key takeaways included:

- **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic on Colorado Boulevard in Eagle Rock.

- **Businesses:** Many comments mentioned the need to preserve parking for businesses and expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Many comments voiced concern with preserving outdoor dining and access to businesses along Colorado Boulevard in Eagle Rock, especially during COVID-19 restrictions.

- **Design Option Preference:** Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among other design features, one travel lane in each direction. Some comments mentioned a preference for the study of other alignments or design options, including the SR-134 Freeway or operating the BRT in mixed-flow traffic on Colorado Boulevard through Eagle Rock.

- **Landscape/Greenspace:** Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscaping on Colorado Boulevard in Eagle Rock.

- **Parking:** Many comments expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock. Some stakeholders mentioned the need to preserve parking on Olive Avenue in Burbank, especially for businesses.

- **Safety/Security:** Some comments were raised about pedestrian, transit rider and overall safety, especially near crosswalks in Eagle Rock and Burbank.

- **Traffic/Lane Removal:** Some comments voiced concern of an increase in traffic from the removal of a travel lane and implementation of the project on Colorado Boulevard in Eagle Rock. Some concerns were expressed regarding spillover traffic onto neighborhood streets from implementation of this project on Colorado Boulevard in Eagle Rock. There were also some concerns and questions about the project's effects on left-turn lanes and U-turns and overall access in Eagle Rock.

Council District 14 Hosted Open House

Council District 14 and Councilmember Kevin de Leon hosted an in-person open house meeting in Eagle Rock on Saturday, October 2 from 10 AM – 5 PM. Community members were asked to RSVP to the community meeting in advance in order to ensure that COVID-19 public health guidelines and social distancing could be maintained. Metro project team members were in attendance during the meeting to answer questions and provide information on the design options being considered for Colorado Boulevard in Eagle Rock. Informational boards and survey forms developed by Council District 14 were provided at the

meeting to receive feedback on the project in Eagle Rock. More than 200 community members attended the open house and Council District 14 received approximately 176 survey responses to their distributed surveys.

The following key takeaways are from the 176 surveys received and developed by Council District 14 and presented to the project team. All takeaways below are in reference to the project study area in Eagle Rock:

- Nearly half of the responses expressed a preference for the one lane design option on Colorado Boulevard in Eagle Rock. Some comments expressed the need for alternative design options on Colorado Boulevard in Eagle Rock, including mixed flow traffic and the 134-Freeway.
- When asked to rank design elements by importance, the number one response was pedestrian safety followed by air quality and sustainability. The third highest response was convenience for drivers.
- All respondents identified as living, working, playing, learning, shopping, eating or some form of travel through Eagle Rock.
- Many comments expressed the need for some form of support for businesses during construction, such as a Business Interruption Fund.
- Many comments expressed the need for additional landscaping elements as a project mitigation measure.
- Many comments voiced concerns for loss of parking and an increase in traffic with implementation of the project.

BUSINESS DOOR-TO-DOOR OUTREACH

Outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted to help further inform business owners and employees in the project area about the project and capture their feedback on the design options being studied on Colorado Boulevard and Olive Avenue. Door-to-door outreach was conducted on Colorado Boulevard between El Verano Avenue and Holbrook Street in Eagle Rock and on Olive Avenue between Buena Vista Street and Lake Street in Burbank. Flyers providing project background information, the design options being studied and contact information were distributed to these businesses.

Table 9. Business Door-to-Door Outreach

Date/Time	Location	# of Businesses Contacted*
Friday, November 5, 2021 9:00 AM – 12:30 PM	Eagle Rock: Colorado Bl	42
Friday, November 12, 2021 8:30 AM – 2:00 PM	Burbank: Olive Av	54
Friday, November 12, 2021 10:00 AM – 2:00 PM & 3:00 – 5:00 PM	Eagle Rock: Colorado Bl	63
Saturday, November 13, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	23
Thursday, December 2, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	24
Friday, December 3, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	31
Saturday, December 4, 2021 10:00 AM – 12:00 PM	Eagle Rock: Colorado Bl	9
Total Businesses Contacted		**246**

*Open businesses that were contacted by project team members and provided project information.

The following key takeaways were received from the door-to-door business outreach conducted on Colorado Boulevard in Eagle Rock:

- Majority of businesses contacted knew about the project but were generally not supportive of it.
- Loss of parking was the most frequently raised concern with the project.
- Some businesses expressed concern about increased traffic with implementation of the project.

The following key takeaways were received from the door-to-door business outreach conducted on Olive Avenue in Burbank:

- Many of the businesses contacted knew about the project and were generally in support of a design option that keeps the existing parking on Olive Avenue. Many businesses did not know there were two design options being studied and initially were not in support of the project due to assumptions that there would be loss of parking.
- Many concerns were raised about the loss of parking.
- Some comments expressed a preference for the side running option on Olive Avenue.
- Some concerns about increased traffic with implementation of the project were expressed.

Next Steps

During the next phase of the environmental review process, the Metro Board of Directors will consider certifying a Final Environmental Impact Report (FEIR) presented by Metro staff. The Final EIR is anticipated to be released in early 2022 for public review. The Final EIR will be available for review prior to the Metro Board meeting, and the public will have the opportunity to comment on the Final EIR at the Metro Board meeting.

ATTACHMENT F

Conceptual Renderings of Proposed Project



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



Figure 2: Side-running BRT on Olive Avenue between Buena Vista Street and Lake Street in Burbank



Figure 3: Center-running BRT on Glenoaks Boulevard in Glendale



Figure 4: Side-running BRT on Broadway in Glendale



Figure 5: Side-running BRT on Colorado Boulevard at College View Avenue in Eagle Rock (west of Eagle Rock Boulevard)



Figure 6: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option with single travel lane (Staff recommendation)



Figure 7: Center-running BRT on Colorado Boulevard at Maywood Avenue in Eagle Rock (design option with single travel lane)



Figure 8: Center-running BRT on Colorado Boulevard at Linda Rosa Avenue in Eagle Rock (design option with single travel lane)



Figure 9: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option maintaining all travel lanes

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

NOHO TO PASADENA TRANSIT CORRIDOR



Metro

Planning & Programming Committee
April 20, 2022

Recommended Board Actions

Consider:

A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);

C. ADOPTING, in accordance with CEQA, the:

   1. Findings of Fact, and

   2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse

Purpose and Need

> Corridor currently has 700,000 daily trips but no premium transit service

- Currently served by Metro Lines 501, 180, and other bus lines
- 10 of 22 planned stations within ½ mile of Equity Focus Community (EFC)

> Project Goals and Objectives:

- Provide a new, **premium transit** option to retain existing riders and attract new riders
- Provide quick and convenient **access** to major local and regional activity/employment centers
- Enhance **connectivity** to the regional transit network
- Provide improved passenger **comfort** and **convenience**
- Improve **air quality** and create healthier communities
- Support **community plans**

Project Background

- **November 2016**: Approved in Measure M
- **June 2019**: Scoping on primarily street-running BRT with route options
  - Received over 2,500 comments
  - Feedback resulted in new SR-134 Route Option in Eagle Rock
- **October 2020**: Draft EIR released for public review
  - Nearly 450 comments received, majority supported the project
  - Several comments supported a community-developed concept in Eagle Rock
- **May 2021**: Board approved project with some refinements, including two design options in Eagle Rock (both included in Final EIR)
  - Staff directed to work with Burbank and Eagle Rock to address remaining concerns

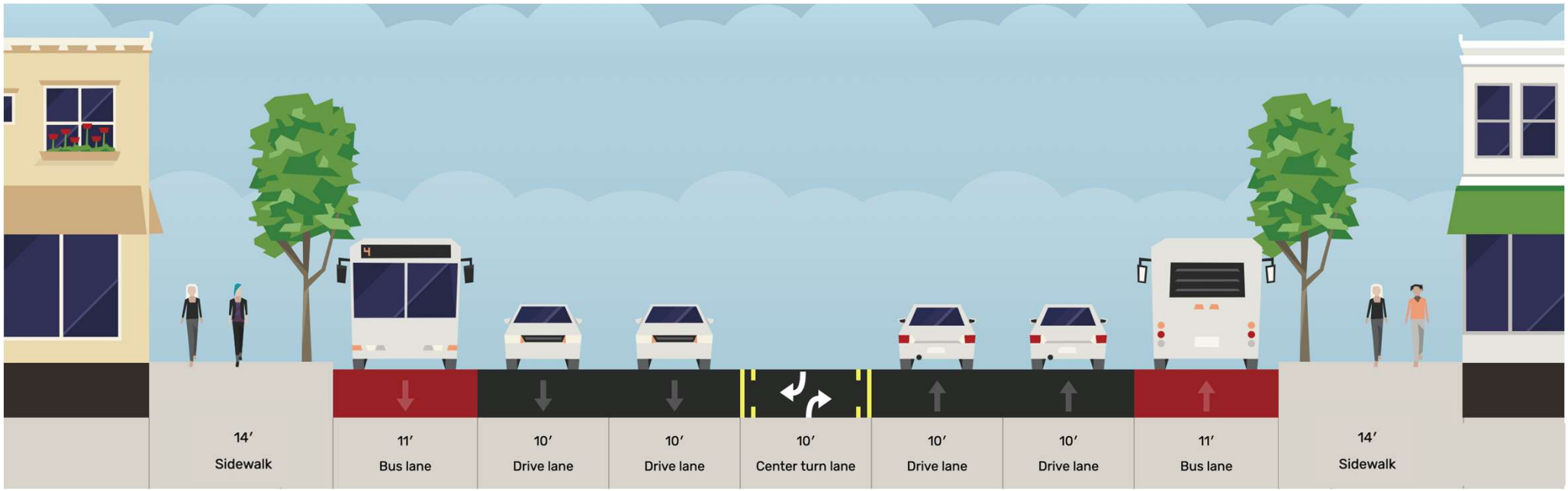
Proposed Project



- Approximately 19-mile corridor with 22 enhanced stations
- Improves service reliability and customer experience; total peak travel time savings of 34-44%
- Additional study during FEIR focused on Burbank and Eagle Rock

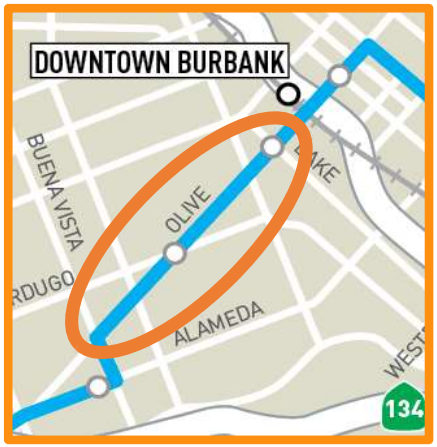
Concerns Heard in Burbank

> DEIR studied curb-running bus lanes in Burbank



> City expressed concerns with 1.3 mile stretch of Olive Ave between Buena Vista St and Lake St due to:

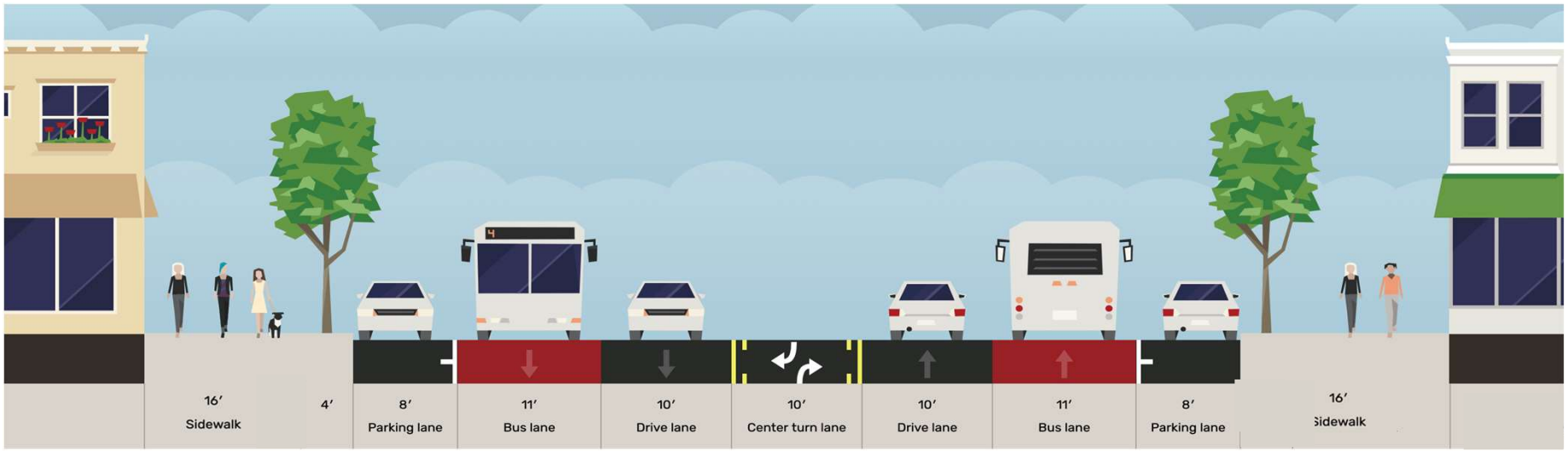
- Loss of all on-street parking
- Conflicts with loading zones
- Narrowing of sidewalks/street widening



Additional Study of Olive Ave

Buena Vista St to Lake St

- In response to City's concerns, a new side-running bus lane option was proposed and studied in FEIR



- Preserves on-street parking and existing loading zones
- Requires no sidewalk narrowing/street widening
- Minimal traffic impacts; traffic diverts to other major streets with sufficient capacity
- Minimal trip diversion anticipated onto residential streets

What We Heard in Eagle Rock

> Proposed Project includes side-running bus lanes west of Eagle Rock Blvd

- Segment approved by Board in May 2021; community is generally supportive

> East of Eagle Rock Blvd, community expressed several preferences:

- Operate BRT in median-running configuration
- Preserve/enhance bike lanes
- Preserve parking and median space
- Prioritize safety on Colorado Blvd
- Minimize traffic effects, including diversion into residential neighborhoods



Additional Study of Colorado Blvd
Eagle Rock Blvd to Linda Rosa Ave

> Two center-running design options evaluated in FEIR for Colorado Blvd east of Eagle Rock Blvd

- Option 1 - Retains two travel lanes in each direction, but significantly reduces parking and landscaped medians
- Option 2 - Converts one travel lane in each direction to bus lanes
- Both equivalent in BRT performance
- Both options include safety improvements and buffered bike lanes



Option 1



Option 2

Recommended Design Option

> Option 2 recommended by staff

- Compatible with City's ATP plans
- Stronger public support
- Improves safety for all street users
- Minimal traffic diversion to neighborhood streets



Colorado/Eagle Rock
Transition to one travel lane



Colorado/Maywood

Staff Recommendation

- **Eagle Rock:** Approve the design option which adds one dedicated bus lane in each direction on Colorado Boulevard, reduces the number of mixed-flow traffic lanes to one in each direction east of Eagle Rock Boulevard, preserves more on-street parking, and provides additional landscaped medians.
- **Burbank**: Approve the side running bus lane configuration on Olive Avenue between Buena Vista and Lake Streets which adds one dedicated bus lane in each direction, reduces the number of mixed-flow traffic lanes to one in each direction and preserves existing curbside parking and left turn lanes.

Outreach During Final EIR

- Conducted extensive outreach during development of the Final EIR, including:
  - Four virtual public meetings to present design options in Eagle Rock (9/23/21) and Burbank (10/7/21) with 336 total attendees
  - Walked the corridor in both Burbank and Eagle Rock to directly engage with businesses in November and December 2021
  - 386 Transit App rider surveys were completed (9/27 to 10/10/21)
  - Project briefings to various key stakeholders (COGs, Service Councils, studios, Chambers of Commerce, etc.)
  - In-person open house in Eagle Rock attracted more than 200 attendees who completed 176 surveys

Next Steps

- File Notice of Determination (NOD) for FEIR
- Continue to work with cities on project design, including:
  - Dedicated bus lanes
  - Stations
  - Transit Signal Priority
  - Pedestrian and bicycle enhancements, including crosswalk safety improvements, sidewalk lighting and landscaping near stations, improved buffered bike lanes
- Work with cities on approvals needed for Final Design and Construction
  - Necessary permitting for improvements

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

File #: 2022-0141, **File Type:** Motion / Motion Response **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: RECEIVE AND FILE

RECOMMENDATION

~~RECEIVE AND FILE status report on the January 2022 Motion 10 by Directors Hahn, Solis, Garcetti, Mitchell and Dutra on the West Santa Ana Branch Transit Corridor Project.~~

ISSUE

This item provides responses to the tasks included in the January 2022 Motion 10 (Attachment A) by Directors Hahn, Solis, Garcetti, Mitchell and Dutra (Legistar File# 2022-0023), as requested by the Board.

BACKGROUND

At its January 2022 meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and also approved the 14.8-mile Slauson/A Line to Pioneer route as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS.

At the January 2022 meeting, the Board also approved a motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (Motion 10) directing that the Board adopt as policy that the full WSAB project will be declared complete once it provides a single seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also included tasks for staff to initiate to ensure the full completion of the WSAB Project. The Board has requested that staff provide a status update on these tasks at the April 2022 Board Meeting.

DISCUSSION

Below is a report on the tasks included in the January 2022 Board Motion.

A. Identify and pursue accelerated construction of individual project components and

accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33.

The Metro Grants Management Team, in collaboration with Planning, the Technical Services Team, other Metro departments, and WSP USA, Inc. has prepared and applied to the California State Transportation Agency (CalSTA) for Cycle 5 of the TIRCP grant. The application was submitted on March 3 and included a request of $1 billion in funds.

B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA.

Metro has procured a value capture consultant team to assist staff in the collaborative process with WSAB corridor cities to discuss opportunities for value capture. The value capture approach and process were presented to various governmental bodies, including the WSAB City Manager Technical Advisory Committee on February 10, 2022 (Attachment B). Initial meetings will be scheduled with cities and follow-up efforts are expected to take place in the upcoming months. Metro will also continue to coordinate with key stakeholders as part of the process including Gateway Cities COG and Eco-Rapid.

For the initial segment, Metro staff is continuing to assess project delivery methods to make a recommendation to the Board on a project delivery strategy in September. Staff has developed a list of topics and key questions to answer to determine how to best deliver the LPA and allow completion of the entire line to Union Station by 2041. Metro will recommend a delivery method based on its potential to accelerate the schedule, reduce costs, and provide a high-quality customer experience.

Metro staff are continuing to analyze the potential for a PDA to accelerate delivery of the downtown segment and provide a one seat ride from Pioneer to Union Station by 2041. Staff will continue to work with key stakeholders, including developers, businesses, and residents to assess the technical and financial feasibility of various alignment types.

C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:

1. **Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021).**

   Additional technical analysis on the identification of bus connections to connect the Slauson/A Line (Blue) to the LAUS segment is included in the scope of work approved for Contract Modification No. 14 by the Board in March 2022. This work is under development and will include stakeholder coordination to consider speed and reliability

matters along the corridor and remain consistent with the March 2021 BRT Vision and Principles Study.

2. **Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of $330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group.**

   The Washington/Flower WYE Junction is the point where the Metro A (Blue) Line trains merge with the Metro E (Expo) Line trains before proceeding north along Flower Street to enter the existing subway tunnel just south of the 7th/MetroCenter Station. This tunnel will soon operate further north through the new Regional Connector project tunnels. The Washington/Flower WYE would grade separate the northbound E Line track to allow the junction to operate more smoothly with less delay, which will then support systemwide operations. This portion of the line that travels along Flower Street is adjacent to the Los Angeles Convention Center and the Crypto.Com Arena. This area will serve as the location for the Olympic Games Downtown Sports Park that is expected to attract upwards of 360,000 daily visitors during the summer of 2028.

   The project is currently not funded, however, it is included in the list of 28x'28 projects and Metro is currently working to advance the review of the Washington/Flower WYE Junction Improvements as part of the 2028 Mobility Concept Plan, a set of projects that will provide mobility benefits during the Games and deliver legacy benefits for Metro. The 2028 Mobility Concept Plan will be refined over the next few months with input from LA28, our mobility partners (LADOT, Metrolink and Caltrans) and other agency stakeholders. The refinements will include better scope definition and cost estimates for the project as well as prioritization based on mutually agreed criteria, with endorsements by LA28 and our mobility partners. The goal is to have a prioritized list for joint Olympic funding advocacy that the Board can adopt in the summer/fall of 2022.

D. **As part of the additional study of the Slauson to Union Station segment, include the following:**
   1. **Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities.**

      Technical analysis and additional stakeholder outreach for the Little Tokyo station access are included in the scope of work approved for Contract Modification No. 14 in March 2022. This work is currently being initiated.

   2. **An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost.**

Technical analysis and additional stakeholder outreach are included in the scope of work approved for Contract Modification No. 14 in March 2022. This work is currently being initiated.

E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station.

Metro Staff is currently preparing the feasibility study and anticipates presenting the findings of this station to the Board in Fall 2022. Based on the findings, Metro Board will determine the feasibility of this station.

In the meantime, the WSAB project is working on updating the WSAB alignment to not preclude this future station and to reduce impacts to WSAB operations associated with future construction of this station.

F. In partnership with community-based organizations (CBOs), develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project.

Metro has had ongoing CBO partnerships with groups based along the southeast Los Angeles County corridor. Early on, the project established a Stakeholder Working Group (SWG) to guide the community engagement process to better define improvements and enhancements to the future rail line. In addition, the first-last mile (FLM) planning work that is scheduled to start beginning in May will have a robust CBO engagement strategy, which will be tailored to the communities near the stations, taking into account community context, prior planning and outreach efforts, demographics, groups often underrepresented in the planning process, and availability to participate at different days/times throughout the week or month. The engagement strategy will be developed in coordination with the CBOs and will identify opportunities to incorporate FLM activities into existing community events, recommend the number and location of the events/activities, and describe the format for soliciting input.

Metro has worked with 22 CBOs along the WSAB Corridor, including Alliance for a Better Community, California Environmental Justice Alliance, Communities for a Better Environment, and Southeast LA Collaborative (SELA) to name a few.

As with all Measure M, construction contracts that have a contract value over $2.5 million, Metro Project Labor Agreement/Construction Careers Policy (PLA/CCP) applies. Metro's PLA was adopted on January 27, 2012, and was subsequently renewed on January 27, 2017 for a period of 10 years. Metro's PLA/CCP shall be applicable on the WSAB project.

The PLA/CCP requires that the contractors commit to meet the applicable targeted hiring requirements. In addition, Metro's PLA/CCP conforms with the Local Hire Initiative as announced by U.S. Department of Transportation (US DOT) in May 2021. As part of Metro's PLA/CCP requirements is the hiring of a Jobs Coordinator to assist in the recruitment of targeted workers through a collaborative effort with CBOs and other key-stake holders.

G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar.

The current funding plan for the locally preferred alternative includes Measure M funding designed for the Gateway Cities subregion and no Measure M funding designated for the Central City Area subregion. Any future funding plan for the LPA, or portions thereof, will only include Central City Area Measure M funds with the approval of the subregion and Board, and will include a provision to replenish the funds back to the subregion.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. The WSAB Transit Corridor is comprised largely by Environmental Justice (EJ) communities. In 2017 (the first year of environmental analysis), minority residents comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 44 percent of Study Area residents live below the poverty level, which is higher than the county average of 33 percent.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. During completion of the above tasks included in the January Board motion, Metro staff will continue to engage project stakeholders, including collaboration with corridor CBOs in the upcoming FLM planning work. Staff will also reengage communities as a part of the completion of the final environmental document to help define the project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

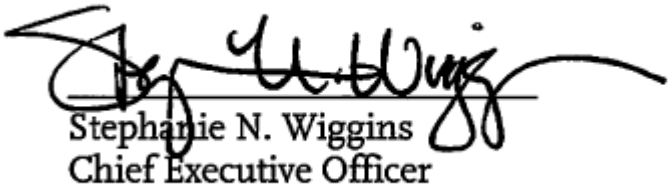
Staff will continue to make progress on the tasks included in the January 2022 motion.

ATTACHMENTS

Attachment A - January 2022 Motion 10
Attachment B - February WSAB City Manager TAC Presentation

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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

Metro

Board Report

File #: 2022-0023, **File Type:** Motion / Motion Response **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA

West Santa Ana Branch Transit Corridor Project Motion

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen's SB 535-defined "Disadvantaged Communities."

One of the Board of Directors' four "Pillar Projects" (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff's recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;

B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;

C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:

   a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);

   b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of $330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;

D. As part of the additional study of the Slauson to Union Station segment, include the following:

   a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;

   b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;

E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;

F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;

G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.

Metro Value Capture Implementation West Santa Ana Branch (WSAB)

WSAB City Manager Technical Advisory Committee

February 2022

Metro VC Support Project Kickoff

- **Project Scope:**
  - Coordinate with TOC studies and local planning activities
  - Develop legislative strategies
  - Outreach to local governments
  - Provide technical assistance
- **Project Team:**
  - Morgner: PM (*J. Kim*), technical analysis/debt transactions
  - Kosmont: DPM (*J. Dieguez*), district formation
  - Community Connections: Stakeholder coordination (*T. Martinez*)
  - NBS: CFD/special tax districts
  - Ross Infrastructure: Innovative/private financing

Metro VC Efforts to Date

- **Comprehensive assessment of VC revenue potential from future rail corridors (completed in July 2020)**
  - 11 corridors (67 stations) in construction or planning
- **Basic approach**
  - Buildout potential based on recommended TOD density from CTOD* for 1/2-mile radius around each station
  - Detailed assessment of 10 representative stations, results extrapolated to the rest (~60 to 100% increase in AV)
- **WSAB preliminary VC results (9 stations up to Slauson)**
  - Total AV: $7.1B (Current), $11.6-14.0B (TOD buildout)
  - EIFD tax increment: $0.7-0.9B in 2020 PV (45-year, 50/50 City/County)
  - CFD bond capacity: $0.5-$0.9B in 2020 PV (30-year @ 5%)

CTOD—Center for Transit Oriented Development

AV—assessed value; CFD—Community Facilities District;
EIFD—Enhanced Infrastructure Financing District; PV—present value

VC Focus Areas—9 Stations, 1/2-Mi Radius

- **Station (City; Current AV)**
  - Pioneer (Artesia; $1.0B)
  - Bellflower (Bellflower; $1.0B)
  - Paramount/Rosecrans (Paramount; $0.8B)
  - I-105/Green Line (South Gate; $0.8B)
  - Gardendale (Downey; $0.5B)
  - Firestone (South Gate; $0.5B))
  - Florence/Salt Lake (Huntington Park; $0.7B)
  - Pacific Randolph (Huntington Park; $1.1B)
  - Slauson (Florence; $0.7B)



VC Focus Areas—TOD Potential

- **Current planning/developer discussions (partial list)**
  - Paramount Clearwater District Specific Plan area
  - South Gate Gateway District Specific Plan (discussions with major active developers in town)
  - Bellflower TOD Specific Plan
  - Corridor-wide WSAB TOD Strategic Implementation Plan

Past Metro TOC Grants on WSAB Corridor

- ✓ Huntington Park: General Plan Update
- ✓ Downey: Gardendale Station TOD Specific Plan
- ✓ Bellflower: Bellflower Station TOD Specific Plan
- ✓ Artesia: Artesia Station Specific Plan, Overlay Zone, General Plan Amendment

Basic Steps Envisioned

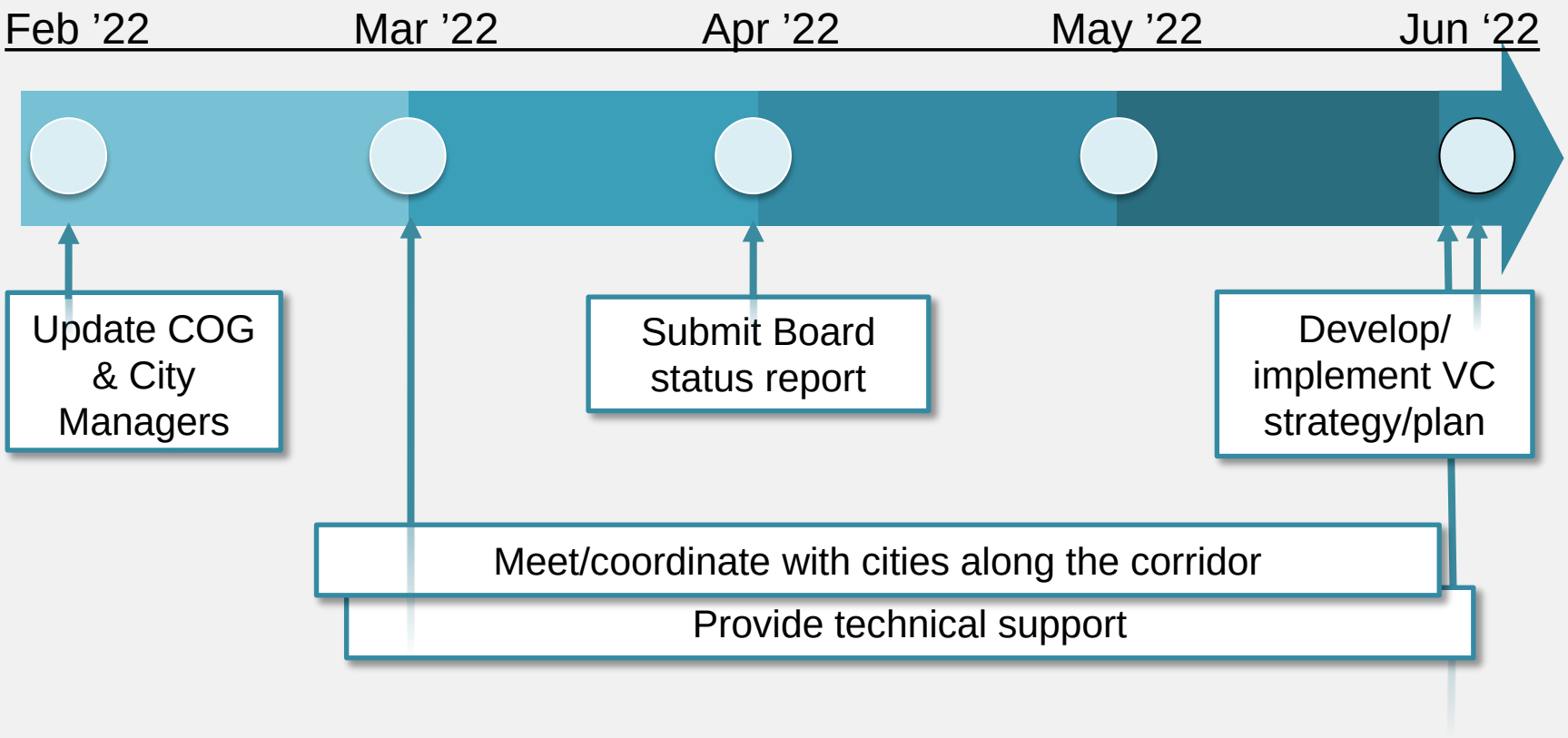
- **Meet with cities to identify current conditions, plans, entitlements**
- **Metro prepares development scenarios and projected tax revenues**
  - Estimated debt capacity
  - Estimated 3% contribution
- **Cities approve tax; district formation**
- **Issue tax increment/special tax bonds**

Cities gain from Metro VC support…

- ✓ Enhances WSAB success along with positive fiscal/economic impacts
- ✓ Enables each city's 3% cost match requirement
- ✓ Facilities City/County TIF partnership with greater funding capacity for "City choice" projects
  - FM/LM connectivity, utility upgrades, parks and open space, etc.

FM/LM—first mile/last mile; TIF—tax increment financing

WSAB Metro VC Support Timeline



File #: 2022-0124, **File Type:** Program **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: INTERSTATE 10 HOV LANES PROJECT PROGRAMMING INCREASE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $21,749,863 of additional Congestion Mitigation and Air Quality (CMAQ) programming within the current FY22 budget allocation; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute the necessary amendments to existing agreements for additional funding to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57.

DUPONT-WALKER AMENDMENT: Return to the board with other capital-only funding sources for this project in place of CMAQ should there be additional need for operations funding.

Report back in August 2022 on the following:

A. an operations funding outlook beyond fiscal year 23 and how cmaq can help forestall the expected operations deficit; and

B. a policy to use CMAQ first for any eligible operations costs.

ISSUE

The I-10 High Occupancy Vehicle (HOV) Lanes Project from Puente Avenue to SR-57 (the Project) is led by Caltrans with partial funding from Los Angeles County Metropolitan Transportation Authority (Metro). Additional funds are required to close out the Project to cover several contractor claims. The anticipated costs to close out the Project are as follows: Segment 2 (PA.P000340A-3) in the amount of $29,688,029 (State share is $16,103,191 and Metro's share is $13,584,837) and Segment 3 (PA.P000399A-2) in the amount of $12,841,343 (State share is $4,676,317 and Metro's share is $8,165,026). Metro's total share of the additional funds required to close out the project, using segregated Contractor's bid established based on funding agreements, is: $21,749,863. The Board's

action to increase programming for the Project will enable Caltrans to close out the construction contract.

BACKGROUND

The Project is being delivered by Caltrans in two segments and has added approximately ten miles of HOV lanes in each direction (now open to traffic), closing the gap to provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County. Metro's current contribution to the Project is as follows: $117,726,051 out of $203,001,051 programmed for Segment 2 per Funding Agreement Number PA.P000340A-3, effective as of February 3, 2020, and $157,450,000 out of $267,116,000 programmed for Segment 3 per Funding Agreement Number PA.P000399A-2, effective as of September 30, 2020.

Segment 1, between I-605 and Puente Avenue, was completed in 2016 with a savings of $10,910,051 in CMAQ funds. For Segment 2, between Puente Avenue and Citrus Avenue, construction was completed in January 2022. Segment 3, between Citrus Avenue and SR-57, is undergoing plant establishment (expected to be completed in February 2023) and was opened to traffic in April 2021.

DISCUSSION

The construction contract for the I-10 improvements between Puente Ave and SR-57 has several claims. The Contractor Claims for Segment 2 totaling $47,236,856 are for inefficiencies and escalation of material and labor cost due to project delays. The project delays were due to utility relocations, right-of-way possession, site condition that required redesign of retaining walls and roadways, and discovery of buried man-made objects that required removal. The Contractor Claims for Segment 3 total $8,458,049 primarily due to unsuitable material caused by ground water, pavement grinding issues, and other minor claims. In addition, Segment 3 needs $2,550,000 to replenish contingencies to complete the Project.

In a letter dated February 14, 2022 (Attachment A), the California Department of Transportation (Caltrans) requested that Metro contribute $21,749,863 in supplemental funding for Segment 2 and Segment 3 to complete construction and close out these segments. Metro staff supports the programming of additional funds as the claims are being negotiated and the requested additional funds are required for the Project's closeout. Metro's contribution to cover these additional costs was calculated based on the established work items relating to the HOV lane as the original funding agreement scope.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

FINANCIAL IMPACT

Caltrans Life of Project (LOP) budget of I-10 Segments Improvement for Segment 2 is $203,001,051 per Funding Agreement Number PA.P000340A-3 effective as of February 3, 2020 and Segment 3 is $267,116,000 per Funding Agreement Number PA.P000399A-2 effective as of September 30, 2020.

The current project budget allocations and shortfalls are summarized in the funding tables below:

Segment 2:

Project Cost $	**$147,564,080 (2022)**
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	IIP & RIP	$6,838,000	Approved
	SHOPP	$ 28,312,000	Approved
	IIP Shortfall	$ 2,187,470	Pending CTC Approval
	SHOPP Shortfall	$ 13,915,722	Pending CTC Approval
Local	CMAQ	$ 81,776,051	Approved
	Net Toll Revenues	$950,000	Approved
	CMAQ Shortfall	$13,584,838	Pending Metro Board Approval
Total Revenue		**$147,564,080**	

Segment 3:

Project Cost $	**$210,100,343 (2022)** ($209,000,343 in Capital & $1,100,000 in Support)
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	SHOPP	$41,750,000	Approved
	G-12 Award	$4,375,000	Approved
	SHOPP Capital Shortfall	$4,094,226	Pending CTC Approval
	SHOPP Support Shortfall	$582,092	Pending CTC Approval
Local	CMAQ	$148,634,000	Approved
	Net Toll Revenues	$2,500,000	Approved

	CMAQ Capital Shortfall	$7,647,118	Pending Metro Board Approval
	CMAQ Support Shortfall	$517,908	Pending Metro Board Approval
Total Revenue		**$210,100,343**	

IMPACT TO BUDGET

Adoption of the recommendation will not have an impact to the FY 2022 budget, as Metro staff has identified CMAQ funds to pay for the cost increase. The CMAQ funds were not included or identified for other uses in the Metro FY 2022 budget.

EQUITY PLATFORM

The Project is administrated by Caltrans. The environmental process for Segment 2 and Segment 3 were completed in December 2002 and included public participation. Throughout the construction phase, the outreach efforts consisted of sending press releases to the cities, communities, media outlets, and elected offices regarding construction work. Caltrans Public Affairs unit responded to constituent inquiries and scheduled as-needed community meetings. Progress reports and updated information have been posted on Caltrans website. Every effort has been made to avoid, minimize, and/or mitigate construction impacts on the corridor communities, such as building sound walls to mitigate noise at various locations throughout the project limits and help improve the quality of life for residents.

The Project transverses through an Equity Focus Community (EFC) within the City of West Covina. In 2019, 53% of the people in West Covina were Hispanic and 81.4% of workers in West Covina drove alone to work, followed by those who carpooled to work (9.32%). This action will complete a Caltrans project that promotes and encourages ridesharing; thereby alleviating congestion through the San Gabriel Valley. The Project was constructed within the existing Caltrans right-of-way and additional acquired right-of-way. It has DBE goal of 9.0 percent for Segment 2 and 10.0 percent for Segment 3. The contract was certified with 10 percent for Segment 2 and 10.4 percent for Segment 3 in DBE.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of staff recommendation would allow for Caltrans and Metro to close out the Project. The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by providing improved mobility at this location through upgrading the Expressway to an access-controlled freeway and HOV lanes to encourage carpooling and improve transit efficiency.

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the corridor cities by contributing funds and providing resources to assist Caltrans in management and delivery of this project.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff's recommendation. However, this would be inconsistent with our commitment to partnering with Caltrans on the delivery of High-Occupancy Vehicle network improvements.

NEXT STEPS

Upon Board's approval of the recommended action, Metro staff will complete the necessary funding agreements.

ATTACHMENT

Attachment A - Caltrans letter 2-14-2022

Prepared by: Maher Subeh, Director of Engineering, Highway Program, (213) 418-3291
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

Stephanie N. Wiggins
Chief Executive Officer

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 S. MAIN STREET, SUITE 100, LOS ANGELES, CA 90012
PHONE (213) 897-0362
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February 14, 2022

Mr. Abdollah Ansari
Senior Executive Officer
Highway Program
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Ansari:

First, I would like to express the California Department of Transportation (Caltrans) appreciation for LACMTA's partnership in construction of the High Occupancy Vehicle (HOV) projects on Interstate (I) 5 North, I-5 South, and I-10 corridors to serve the people of the region. As you know, these mega projects that takes many years of collaboration and resources from both agencies to complete. The I-10 corridor consists of three segments, all of which are open to traffic. Two of the segments are completed having achieved Construction Contract Accepted (CCA). The last segment is targeted to achieved CCA in February 2023.

Caltrans closed out Segment 1 of the project with the Contractor in 2018, we are now in claim negotiation with both contractors on Segment 2 and Segment 3. With the contractor submitted claims, both segments will need additional funds from Caltrans and Metro to settle the claims and close the projects with each contractor. Caltrans has been discussing the claims with LACMTA team for many months. This letter is a formal request documenting the amounts and the reasons for the LACMTA share of the project cost increase for Segment 2 and Segment 3.

Project Segment 2 (EA 07-1170U) has a total project estimated cost increase of $29,688,029 in construction capital, of which $13,584,837 is LACMTA share. Segment 3 has a total estimated cost increase of $12,841,343 in construction capital and support, of which $8,165,026 is LACMTA share.

Cost increases for projects such as these with multiple fund sources, are based on the work items that each fund type was programmed for per the STIP and SHOPP guidelines and the CTC approved funds.

For Segment 2, before the Construction contract was advertised, we established the segregated Engineer's Estimate (EE), which identified the items of work that will be funded by SHOPP (Caltrans fund) and CMAQ (Metro fund) for the HOV lane project and a combined soundwall project. The funding proportions for the project was established based on this segregated scope. The project cost split was re-established based on the segregated EE percentages and Contractor's bid prices after award of the contract. After construction complete, the project cost split was re-calculated to include change orders and claims relating to the work for SHOPP, CMAQ, and the soundwall project. Based on these calculations, the LACMTA share was calculated for the CMAQ and RIP (from Soundwall) funds.

Segment 3 project is funded by SHOPP and CMAQ funds. We used the same approach as above to calculate the cost split for Caltrans and LACMTA share.

For the reasons given above, Caltrans is requesting for LACMTA fund their proportional share of the cost increase for these two projects. We request the LACMTA submit the request to add additional funds for these two projects to the LACMTA Board for approval at April 2022 Board meeting.

Please don't hesitate to contact me at (818)254-5439 if you require any additional information.

Sincerely,

Gregory Farr

Gregory Farr
District 7 Assistant Division Chief
Program & Project Management
California Department of Transportation

c: Mark Archuleta, Deputy District Director - Construction
Susan Chang, Deputy District Director - PPM

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

File #: 2021-0725, **File Type:** Agreement **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: LITTLE TOKYO/ARTS DISTRICT JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the City of Los Angeles related to the joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).

ISSUE

In August 2018, Metro initiated a two-step Request for Interest/Qualifications (RFIQ)/Request for Proposals (RFP) process for the development of the Metro-owned real property (Metro Property) adjacent to the Regional Connector Little Tokyo/Arts District Station (the Station). The City of Los Angeles (City) owns real property at 1st and Alameda Streets (City Property) adjacent to the Metro Property (see Attachment A - Site Map). After canceling the RFIQ/RFP for the development of the Metro Property in November 2020, Metro staff recommends partnering with the City to jointly pursue development of both the Metro Property and City Property (collectively, the Properties) under a unified competitive solicitation process. Staff believes this would optimize the ability to deliver a project that can meet both agencies' and stakeholders' goals for the development of the Station area.

BACKGROUND

Pursuing joint development of the Metro Property is required in the Regional Connector Transit Project's Mitigation, Monitoring, and Reporting Plan (MMRP). The Metro Property is approximately 1.2 acres. Due to transit infrastructure constraints, approximately 30,000 square feet is developable. While ideally situated to be both a regional transportation hub and gateway to the culturally rich surrounding communities, the Metro Property's small size and physical constraints make it challenging to develop.

A Receive and File report was presented to the Metro Board of Directors in November 2020 informing the Board that the RFIQ/RFP process for the Metro Property was canceled due to community concerns about the solicitation process and outcome. Subsequently, Metro and City staff began to meet and explore possibilities to partner in pursuing joint development of the Properties. In June

2021, Los Angeles City Councilmember Kevin de León (District 14) introduced a motion instructing City staff to negotiate and execute an MOU with Metro for future development of both the City Property and the Metro Property. In July 2021, the City Council approved the motion.

DISCUSSION

The City Property is over seven acres in size and located across the street from the Little Tokyo/Arts District Station currently under construction. The City Property is currently being used by Metro for the construction of the Regional Connector Transit Project (Project) and also houses the Project's office, pursuant to temporary construction easements and a lease granted by the City which are scheduled to terminate in 2022. At the southwest corner of the City Property, Metro holds various permanent surface and subsurface easements related to Project infrastructure that will remain in place.

Given the physical constraints on the Metro Property, staff believes a partnership with the City would unlock greater development potential by creating an opportunity to deliver an integrated project that can meet numerous community and regional objectives. Metro and City staff have negotiated an MOU that covers the roles and responsibilities related to planning for and releasing the solicitation and evaluation of development proposals. The proposed MOU includes the following key terms and conditions:

- City will procure and oversee design/architecture, community engagement, economic and legal consultants to explore the potential for integration of transit-oriented development of the City Property.
- City will pay for 70% of the consultant(s) costs associated with the planning and implementation of the solicitation process and Metro will pay for 30%. This split is based on Metro's property being approximately 15% of the combined total property plus 15% administrative component for the City's lead role.
- At its own expense, Metro may choose to update previously completed studies related to the future development of the Metro Property.
- With support from a consultant, the City and Metro will jointly develop and execute a broad, robust, and inclusive outreach effort and collaborate with stakeholders before any solicitation is released.
- City will coordinate with Metro to prepare and issue any competitive solicitations for the development of the Properties.
- Pursuant to Public Utilities Code Section 130232(f)(4), City will lead the solicitation process in accordance with all applicable City and Metro policies and procedures and state, federal and local laws.
- City will handle all administrative tasks associated with the solicitation process.
- The proposal evaluation committee will include representatives from both City and Metro.
- Future development of both Properties must not interfere with Metro transit infrastructure and operations.
- The MOU will have a term of up to five (5) years and is subject to termination by either agency at any time by written notice to the other agency.

DETERMINATION OF SAFETY IMPACT

Approval of this item would have no impact on safety. The eventual implementation of joint development at the Properties would offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections.

FINANCIAL IMPACT

MOU activities and related costs would be funded from local right-of-way lease revenues. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses.

Impact to Budget
Funding for this action will be included in the proposed FY 2023 budget in Cost Center 2210 (Joint Development) under Project 401046 (Little Tokyo/Arts District Joint Development). Execution of the MOU would not impact FY 2023 bus and rail operating and capital budget, Propositions A and C, TDA, Measure R or M administration budget.

EQUITY PLATFORM

The Regional Connector MMRP requires the following from Metro:

- Utilize the Metro Joint Development (JD) Program to pursue potential development of any portions of the Metro Property not required for infrastructure;
- Pursue JD of the Metro Property as a means to mitigate local businesses displaced and jobs lost as a result of the Regional Connector Transit Project;
- Create opportunities to the extent feasible for enhancing access from existing land uses to the new Station; and
- Collect input from the Little Tokyo community and incorporate it into potential JD opportunities.

Adopted in June 2021, the Metro JD Policy is centered on four main goals: (1) equity and inclusion; (2) access; (3) performance; and (4) innovation. The JD Policy Mission Statement is to “create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible.” JD projects aim to deliver housing and amenities for all riders, residents, and stakeholders in the surrounding area, focusing benefits for historically disadvantaged communities. The eventual development of the Properties will create new housing, commercial space for small businesses, jobs and other transit-supportive amenities for this Equity Focus Community and the greater Los Angeles area.

In pursuing the development of the Properties, City and Metro staff will actively engage with and be responsive to all stakeholders. City staff have expressed a strong commitment to community engagement and share Metro's belief that stakeholder input will be critical to this effort's success. Community engagement under the MOU will involve different methods such as workshops (online and/or in-person when possible), online surveys and pop-up events. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, Japanese and Korean in order to reach all stakeholders. From past engagement, both Metro and City staff are aware of community members' concerns and priorities for the Properties and have developed relationships with key stakeholders.

Little Tokyo stakeholders have expressed support for this Metro/City joint solicitation effort.

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 approving this recommendation and advancing joint development, Metro would specifically implement Initiative 3.2, which states the agency “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 execution of the MOU. Pursuing joint development of the Metro Property is a required mitigation measure for the Regional Connector Transit Project. Staff does not recommend a new solicitation process for the development of solely the Metro Property since that may yield the same unsuccessful outcome as the 2018-2020 RFIQ/RFP process. Partnership with the City to offer both Properties under one solicitation process may attract greater development interest and ultimately deliver a successful project that meets as many stakeholder goals as possible.

NEXT STEPS

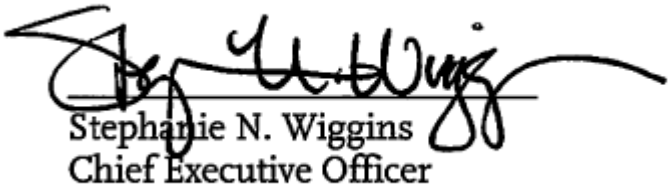
Metro and the City would finalize and execute the MOU upon approval of the recommended action. The City would procure the consultants necessary to support this effort. The City and Metro would initiate the community engagement process in the latter part of 2022 with the goal of releasing a solicitation in 2023. If the proposal evaluation committee decides to recommend a proposal in the solicitation process, City and Metro staff would return to their respective agencies to request authority to enter into a tri-party Exclusive Negotiation Agreement. Staff would also return to their respective agencies to request the authority to execute an additional MOU that outlines City and Metro responsibilities related to a Joint Development Agreement and Ground Lease negotiations.

ATTACHMENTS

Attachment A - Site Map

Prepared by: Nicole V. Avitia, Senior Manager, Countywide Planning & Development, (213) 314-8060
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

SITE MAP



Metro Property

City of Los Angeles Property

Little Tokyo/Arts District Station



Next stop: vibrant communities.

Little Tokyo/Arts District Joint Development

Planning and Programming Committee

April 20, 2022



Metro

Recommendation

- **AUTHORIZE** Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the City of Los Angeles (City) related to joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).

Properties



Metro

Background

- Pursuing joint development is required in the Regional Connector Transit Project's Mitigation, Monitoring, and Reporting Plan (MMRP)
- November 2020: Receive and File report informed Board that process was canceled due to community concerns
- Spring 2021: Metro and City staff explore partnership
- July 2021: Los Angeles City Council approved motion directing City to negotiate and execute an MOU with Metro for future development of both Properties

Discussion

MOU includes the following key terms and conditions:

- City will procure and manage design, outreach, economic and legal consultants
- City will cover 70% of the consultant costs and Metro will cover 30%
- Metro may choose to update previously completed studies
- Partnership on a robust and broad outreach strategy
- City leads process to prepare and issue solicitation(s) and in accordance with all applicable laws and each agencies' policies and procedures
- Proposal evaluation committee will include both City and Metro
- Protect Metro transit infrastructure and operations.

Next Steps

- Metro and the City finalize and execute the MOU
- 2022: Procure consultants and initiate community engagement
- 2023: Release solicitation
- City and Metro staff return to their respective agencies to request a tri-party Exclusive Negotiation Agreement and execute an additional MOU that outlines City and Metro responsibilities related to Joint Development Agreement and Ground Lease negotiations.

Los Angeles County
Metropolitan Transportation
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One Gateway Plaza
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Los Angeles, CA

File #: 2022-0160, **File Type:** Informational Report **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: RECEIVE AND FILE

RECOMMENDATION

~~RECEIVE AND FILE the following updates on the Eastside Transit Corridor Phase 2 Project:~~

~~A. Streamlining the Project's path forward on the National Environmental Policy Act (NEPA);~~

~~B. Funding strategy for the Initial Operating Segments (IOS) and the full project to the City of Whittier; and~~

~~C. Project delivery approaches and pre-construction activities.~~

ISSUE

At the February 2022 Board meeting, Metro staff provided an update on the Eastside Transit Corridor Phase 2 Project (Project), introducing the Initial Operating Segments and Preliminary Costs Estimates based on 15 percent conceptual engineering design. At this meeting, the Board requested a report back in April on the following:

A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
E. An accelerated project schedule for the two IOS alternatives and the entire project segment.
F. Which specific grants and state and federal funding programs the Eastside Transit Corridor Project is applying for;

G. The competitiveness and priority of this project in relation to our other Metro projects also in the pipeline for these opportunities;
H. Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and
I. Any opportunities for low- and no-cost financing through federal or private sources.
J. In addition to those four things, engage relevant municipal agencies and Community Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

BACKGROUND

In February 2019, the Board approved a motion that prioritized funding for four "pillar" fixed guideway projects: Eastside Transit Corridor Extension Phase 2, Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch (WSAB) Transit Corridor.

At its February 27, 2020, meeting, the Board approved proceeding with a focused California Environmental Quality Act (CEQA) environmental study for the Eastside Transit Corridor Phase 2 Project, to include the Washington Alternative (Item #2020-0027). This was pre-pandemic and at the time the Project was primarily funded by state and local funds through Measures M and R. This CEQA-only strategy was adopted by the Board to accelerate and prioritize the Project for 2028.

At its April 14, 2021, meeting, the Board approved WSAB and Sepulveda Transit Corridor Projects as Metro's priorities for pursuing New Starts grants from the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program. Given that the Board prioritized these two Metro projects for New Starts funding, the following sections describe a financial strategy for the Eastside Transit Corridor Project.

According to Measure M and Metro's Long-Range Transportation Plan (LRTP) financial forecast, the Project has a $3 billion (2015$) allocation of Measure M and other local and state funding. Measure M funding becomes available in two cycles as follows:

Measure M Expenditure Plan (Initial Year of Funding)	Opening Year	LRTP Funding Allocation (2015$)	Alignment
FY 2029	2035	$3 billion	Washington
FY 2053	2057	$3 billion	San Gabriel Valley Transit Feasibility Study (TBD)

A second funding cycle becomes available in 2053; since the SR 60 alternative was withdrawn in February 2020, a San Gabriel Valley Transit Feasibility Study currently is being prepared by the San Gabriel Valley Council of Governments (SGVCOG) to consider different solutions for both short- and

long-term needs.

The Measure M allowance was based on early conceptual studies conducted in 2009 and 2014. The initial Washington Alternative did not include an underground segment. Instead, the project alignment was entirely above ground. In 2017, based on extensive technical analysis and community input, the 3-mile tunnel segment along Atlantic Boulevard was introduced to the project.

The Washington alignment is approximately 9 miles that travels south along Atlantic Boulevard in an underground segment between the current Metro L (Gold) Line terminus station at Pomona Boulevard/Atlantic Boulevard and the Citadel Outlets in Commerce. The route then proceeds east along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in the city of Whittier. Proposed stations along this route that are being considered include:

- Relocated Atlantic/Pomona Boulevard station (design options)
- Atlantic/Whittier Boulevard station in East Los Angeles.
- Commerce/Citadel station in Commerce.
- Greenwood Avenue station in Montebello (design options)
- Rosemead Boulevard station in Pico Rivera.
- Norwalk Boulevard station serving unincorporated Los Nietos, Whittier, and Santa Fe Springs, and
- Lambert Road station in Whittier.

Two IOS options and preliminary cost estimates were introduced to the Board in February 2022 and are currently being evaluated in the Draft Environmental Impact Report (EIR). The two IOS optionsare as follows:

IOS-1 Commerce would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with connections to the Commerce Maintenance Storage Facility (MSF) site option.

IOS-2 Greenwood would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial or at-grade terminal station at the Greenwood station in the city of Montebello.

Preliminary cost estmates are based on 15 percent design, are subject to change, and are as follows:

Preliminary Cost Estimate (15% design)	Range
Project	$6.1B -$6.5B
IOS -1 Commerce (Commerce MSF)	$4.5B- $5.0B
IOS - 2 Greenwood (Commerce or Montebello MSF)	$5.1B- $5.3B
(2021$)	

DISCUSSION

Streamlining CEQA and NEPA

As mentioned previously, Metro Board authorized staff to proceed with CEQA only, consistent with the Board's acceleration goals. As such, this approach has allowed the environmental clearance process to advance ahead of the Measure M timeline, as the Draft EIR is anticipated to be released in summer 2022. Although there are newly emerging prospects for federal funding, the CEQA process currently underway does not preclude the project entering the NEPA process laterthe Locally Preferred Alternative (LPA), tentatively scheduled in fall 2022. Having a clearly defined project, such as the LPA, may even be preferred by the FTA to streamline federal reviews.

Metro staff has initiated conversations with the FTA and will continue to engage with the agency to streamline the CEQA process to proceed concurrently while preparing the Draft Environmental Impact Statement (EIS) for NEPA clearance, at the appropriate time. Additionally, some analyses conducted for CEQA purposes now may serve to inform NEPA requirements later.

NEPA process by Delegating Authority to the State (NEPA Assignment)
When the timing is appropriate to pursue NEPA, one streamlining opportunity may be to pursue NEPA Assignment, a process by which the State is delegated authority to assume federal responsibility for transportation projects. This strategy may expedite the NEPA process by eliminating FTA or Federal Highway Administration's (FHWA) reviews and approval. This process is regularly applied to highway projects for which State departments typically lead environmental clearances. However, as part of the State's assumed NEPA responsibilities, the State typically would also serve as the lead agency for CEQA. Should this be applied to the Project, this change in CEQA lead agencies likely would delay the Project because the Metro-led Draft EIR is nearing completion already.

While this NEPA Assignment is not likely to yield a more efficient evaluation for the Project, Metro staff, however, will continue to explore the potential for NEPA Assignment for other Metro transportation projects.

Funding Strategy for the Two IOSs and Full Alignment to the City of Whittier

A funding plan for the Project was initially prepared based on the Measure M cost estimate of $3 billion (2015$) and was included in the 2020 LRTP. The funding available for the Project with inflation (year of expenditure dollars) is estimated at $4.4 billion. This funding plan is comprised of local

Measure M and Measure R sales tax designated for the Project, assumed (i.e., planned or yet-to-be-secured) State SB-1 grants, and federal funds specified for planning uses only.

2020 LRTP Funding Plan (as projected):

Uses	Amount
Total, Uses	$3.0

Sources – Secured	Amount
Local (Sales Tax, 3% Contribution)	$2.1
Sources – Yet-To-Be-Secured	
State (Cap/Trade, SB-1)	0.8
Federal (Planning funds)	0.0
Total, Sources	$3.0

Costs in 2015 dollars, in billions.
Construction FY29 – FY35.

The most recent preliminary cost estimate for the IOS-1 Commerce is between $4.5 billion to $5.0 billion in 2021 dollars as shared with the Board in February. Funding for the cost increase may be available from new sources that have arisen or may arise in the future, and tradeoffs (i.e., transfer of funds) from other projects and programs.

The Infrastructure Investment and Jobs Act (IIIJA), also called the Bipartisan Infrastructure Law (BIL), was enacted in November 2021 and this provides additional federal funding for existing and new transportation grant programs that may be available to address the cost increase. Another significant, potential increase in funding is the Governor's proposed use of the state budget surplus that is designated for rail and transit. The transfer of existing local sales tax funds may also be required given the risk that the amount of funding needed cannot be met with federal and state grants. This can happen if grant awards are not successful or are less than requested.

IOS-1 Commerce

A funding plan for the IOS-1 Commerce is presented below assuming additional funding from the IIJA/BIL ($1.0 billion in current dollars); potential funding from the state budget surplus and future State SB-1 grant cycles ($1.0 billion in current dollars); and Measure M and Measure R sales tax allocated to the Project, transfers from other projects and programs in the respective Expenditure Plans, a higher 3% local agency contribution, and other Metro sales tax ($2.5 billion in current dollars). The specific amounts and funding sources will be developed over time as the grants are made available and awarded and as the Project progresses. The cost will need to be escalated based on the year of construction and we will include this cost and required revenues in the draft environmental document when we return to the Board.

IOS-2 Greenwood

The IOS-2 Greenwood has an estimated cost of $5.1 billion to $5.3 billion in 2021 dollars. The

proposed additional funding sources are similar to those identified for the IOS-1 Commerce and would include additional funding from the IIJA/BIL, new state funding, transfers from other Measure M and or Measure R projects and a higher 3% local agency contribution. The cost will need to be escalated based on the year of construction and will be included in the draft environmental document.

A funding plan for the Full Project is also provided. Similar to those for each of the two IOSs, this plan assumes significant amounts of new federal and state funding, and transfers from other Metro subregional projects. Each of the funding plans in the following table are for the low-end cost estimate and are segregated by secured (i.e., in-hand) and yet-to-be-secured funding sources.

Funding Strategy for IOS-1, IOS-2, and Full Project to the City of Whittier

Uses	IOS-1 Commerce	IOS-2 Greenwood	Full Project
Total, Uses	$4.5	$5.1	$6.1

Sources – Secured	Amount	Amount	Amount
Local (Sales Tax, 3% Contribution)	$2.4	$2.4	$2.4
Sources – Yet-To-Be-Secured			
Local (Sales Tax, 3% Contribution)	0.1	0.2	0.4
State (Cap/Trade, SB-1, Surplus)	1.0	1.3	1.6
Federal (IIJA/BIL)	1.0	1.2	1.7
Total, Sources	$4.5	$5.1	$6.1

Costs in 2021 dollars, in billions.
Construction FY29 – FY35.

Grant Funding Programs

The specific federal grant programs for which this Project is eligible include the Capital Investment Grants (New Starts, Expedited Project Delivery), National Infrastructure Project Assistance “megaproject” (MEGA), and programs that fund freight-related improvements.

The Project may also seek funding from state programs including the SB-1 Transit and Intercity Rail Capital Program (TIRCP), also known as Cap-and-Trade, Solutions for Congested Corridors, and Local Partnership Program. Each of these programs are funded with ongoing, annual funding amounts and are expected to have regular, future grant cycles for which Metro can apply.

The planned SB-1 grants for the Project are estimated to be near the maximum that can be expected given the forecasted future funding levels statewide and assumed proportional allocation to Metro. The funding plan relies on the expectation that the state budget surplus will result in additional transit funding, either through existing programs like TIRCP, or the creation of a new $2 billion statewide Transit and Rail and a $1.25 billion Southern California Transit and Rail program.

Grant Competitiveness

The Project is eligible for Capital Investment Grants (CIGs), subject to federal environmental clearance, as it is an extension to a fixed guideway system. However, the Project would compete for limited funding with other Metro and rail projects nationwide. Metro previously identified (April 2021) the WSAB and Sepulveda Transit Corridor as priorities for the CIG program. Since then, CIG funding was increased by almost twofold through the enactment of IIJA/BIL in November 2021. This provides additional CIG funding for the Eastside Transit Corridor Project and other Metro rail projects.

The federal New Starts grant, which is one type of grant in the CIG program, requires minimum ratings per the authorizing statute. The Project must have at least a “medium” overall rating. As part of Metro’s CIG assessment in April 2021, Metro staff and consultants have assessed the Project and estimate a “medium” project justification rating for the full alignment to the City of Whittier. Assuming this is the ultimate FTA rating for the IOS or full alignment, the Project would also need a financial capacity assessment rating of at least a “medium.” To achieve this rating, Metro must demonstrate that it can fund the construction and operation of both the Project and the entire planned transit system. The financial capacity assessment ratings will be stressed by the higher updated Metro cost estimates for the Project and other Metro projects.

The Project may also qualify for new MEGA and freight-related federal grants given the eligibility criteria for these grants. The criteria are somewhat similar to the New Starts ratings, where rating factors include safety, ability to maintain a state of good repair, economic impacts, environmental impact, quality of life, and project readiness (including financial completeness).

Measure M/R Tradeoffs

Additional local funds may be available from an increase in the three percent (3%) local agency contribution that is required by the Measure M and Measure R Ordinances (due to the higher project cost), and value capture, should the cities along the Project corridor choose to implement this. Metro staff intends to work with the cities to implement value capture financings to help fund the Project, but the ultimate success of value capture and the amount made available for the Project is unknown and uncertain. The local sources may require additional funding and would benefit from a reallocation of programmed funding and/or an Ordinance amendment to transfer funds from other projects and programs in the related Gateway Cities subregion.

The Subregional Equity Program is a “multi-year subregional program” in the Measure M Expenditure Plan that is currently available beginning in 2043. It may be possible to accelerate a portion of this program to fund the Project, though it is important to note that acceleration of funds would carry a cost to borrow from future revenues. Another option to advancing funds is to transfer funds through a “decennial transfer” (every 10 years) from subregional programs such as highways.

Low and No-Cost Financing

Metro continues to maintain debt capacity to qualify for most forms of subsidized financing. Access to low-cost financing does not, in and of itself, provide additional funding to address a cost increase/funding shortfall. Metro has access to low-cost TIFIA and Railroad Rehabilitation & Improvement Financing (RRIF) federal loan programs and will likely compare the pros and cons and financing terms to direct Metro tax-exempt borrowing as the need for financing arises. Other forms of borrowing that may be considered are private activity bonds, where lower cost tax-exempt financing is available for a private use (such as a real property development), and private financing by a transit project developer, who may rely on similar low-cost financing vehicles (such as TIFIA, private

activity). In any event, Metro's borrowing capacity will be restricted by the amount of the repayment source (e.g., Measure M amounts), and the low-cost interest rates or no-cost financing may not significantly increase the amount available for construction.

Advanced Engineering and Preconstruction activities

Planning staff and the consultant teams will continue coordinating with Program Management to determine the appropriate project delivery method. Understanding the project risks such as costs, schedule, utility conflicts and relocations, the right-of-way of acquisition, and permitting/construction requirements with third-party agencies are critical for the next steps that lead to construction. Engineering activities that could be completed in the next fiscal year to reduce risks and advance the project into alternative project delivery include further geotechnical and utility investigation and exploration and refining and confirming project scope design elements. Staff could also begin third-party coordination with agencies and utility owners where appropriate. Additionally, the team will continue studying various project delivery methods and phasing in conjunction with the federal risk register.

Alternative Project Delivery

Metro continues to explore alternative delivery methods to better manage risk, cost, and schedule in delivering our major transportation infrastructure projects. For instance, the Construction Manager/General Contractor (CM/GC) method has been selected to deliver the Link US and I-105 Expresslanes projects, and Progressive Design Build (PDB) has been selected to deliver the G-Line BRT Improvements and East San Fernando Valley LRT projects. Both these delivery methods are qualifications-based, open books negotiated methods that select contractor teams most qualified to design and build the project, encourage early involvement of the industry during project definition, and allocate project risks to the party best suited to manage those risks. Although not necessarily a panacea for lowering project costs, these alternative delivery methods may certainly provide schedule efficiencies and may provide greater predictability with regards to cost, schedule, and risk of these complex transportation projects.

With regard to the Eastside Transit Corridor Phase 2 project, Planning and Program Management staff are currently undertaking our Project Delivery Selection Process, which is an internal systematic process designed for project teams to analyze the various delivery methods in conjunction with the specific project traits and make a recommendation for approval of the delivery method prior to contract planning and development. These studies are currently underway and it is likely that the delivery method for this project will be recommended in summer 2022.

EQUITY PLATFORM

The project and the IOSs aim to provide a more reliable and high-quality transit alternative to the communities of eastern Los Angeles County that will help solve the mobility challenges and needs of the area's residents and businesses. There are 119,759 persons living in the census tracts that are within 0.5 miles of the stations along the alignment. Of those persons, 49 percent report as people of color and 51 percent report as White only (non-Hispanic or Latino) according to the 2015-2019 ACS 5

-Year population estimates. In addition, 34 percent of the total population is either a student (21 percent) or senior (13 percent). The Project includes six (6) Equity Focused Communities (EFC) while the IOSs has two (2) to three (3) EFCs depending on the IOS. Both IOS will serve and benefit the East Los Angeles Community and the cities of Commerce and Montebello depending on the IOS. Around 9 percent of people are transit-dependent and 16.4 percent below the poverty level. The median household income is $59,420 annually and the average household size is 3.6 persons per household.

Environmental and temporary construction impacts are being evaluated in the Draft EIR. Community meetings were conducted in March to inform the public of the proposed project's IOS and general construction activities. The project team worked closely with eight (8) local CBOs to share meeting presentations in a draft form to gather input from the CBOs to shape the messaging and communication approach favorable to the community. As a result of this partnership, we have simplified the language in all our meeting materials, included bilingual PowerPoint (PPT) presentations rather than having a separate PPT, easier to understand design drawings and more importantly, remind the public of the project goals that align with the values our partnership developed. For these community meetings, the CBOs participated in extended outreach such as email distribution, newsletter announcements, podcast advertisement, and co-hosting at pop-ups. This partnership has become very valuable due to the CBOs' insight on the community's concerns and perspectives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the Project supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region.

NEXT STEPS

Planning staff may seek Board authorization to update the professional services contracts for environmental, engineering and outreach services to proceed with the strategies outlined in this report. Staff will continue to coordinate with the Washington Coalition as the project reached key milestones.

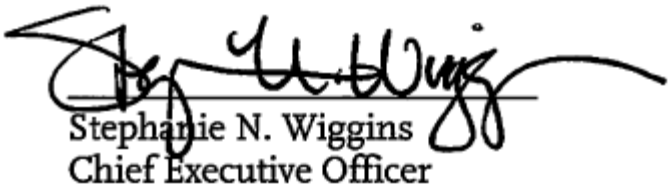
ATTACHMENTS

Attachment A - Eastside Transit Corridor Phase 2 map

Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

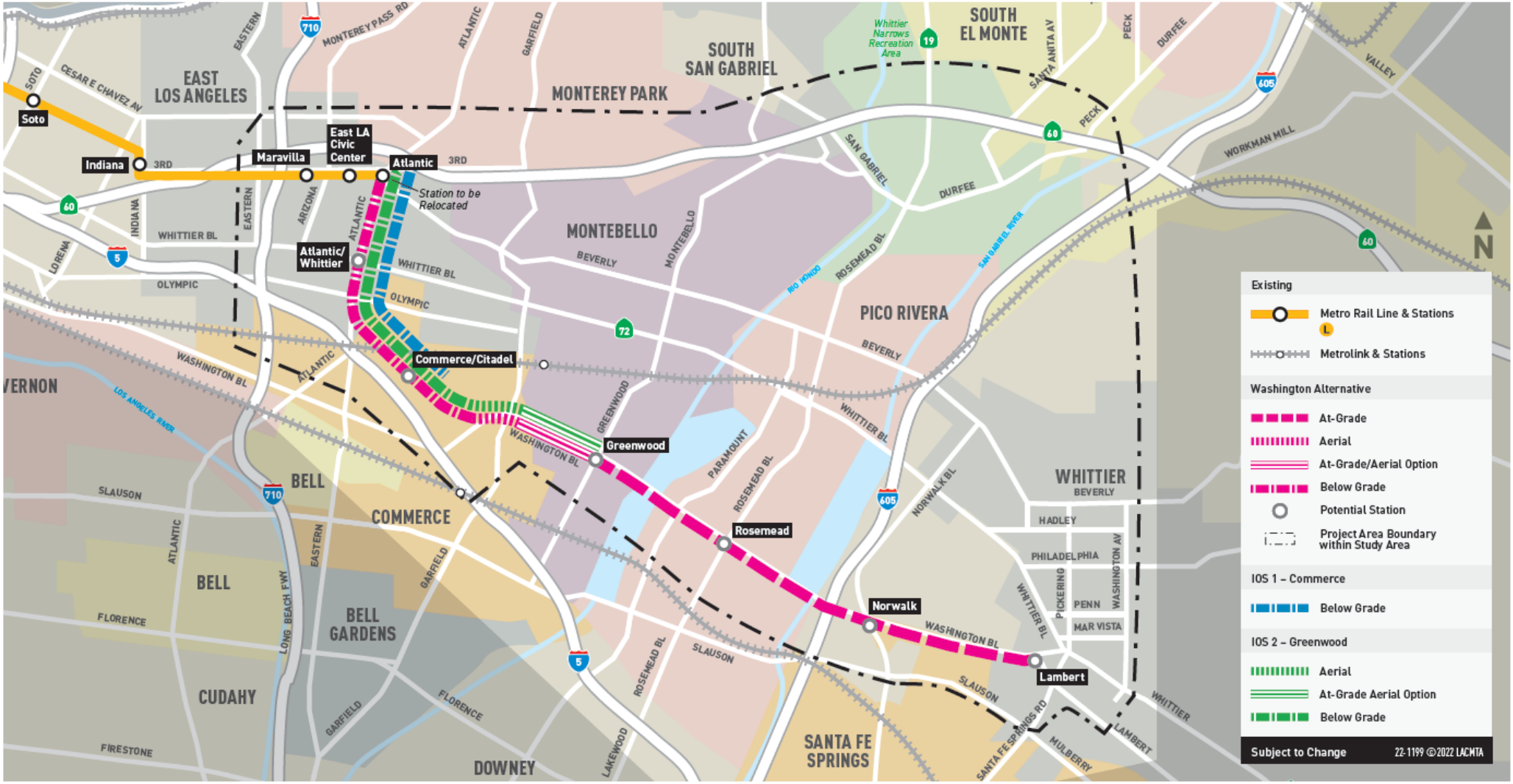


Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Eastside Transit Corridor Phase 2

Initial Operating Segments



Metro

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2



Planning and Programming Committee
April 20, 2022

Item #2022-0160

Metro

Board Information Requests – Chair Solis

A. **Construction Advancement** Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
B. **Interim Operable Segment Funding** Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
C. **Streamline Environmental Review** Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
D. **Alternative Delivery Plans** An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
E. **Accelerate Project Schedule** An accelerated project schedule for the two IOS alternatives and the entire project segment.

Board Information Requests- Director Hahn

F. **State and Federal Grants** Which specific grants, state and federal funding programs the eastside transit corridor project is applying for;

G. **Grant Competitiveness** The competitiveness and priority of this project related to our other Metro projects also in the pipeline for these opportunities;

H. **Measure M/R Tradeoffs** Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and

I. **Low and No Cost Financing** Any opportunities for low and no-cost financing through federal or private sources.

J. **Community Engagement** In addition to those four things, engage relevant municipal agencies and Community Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

Project Measure M Schedule Status

- Board decision in February 2020 to proceed with CEQA and discontinue NEPA helped advance the Board's goals of accelerating the project
- Project is ahead of the Measure M schedule with final environmental clearance in 2023
- Per Measure M expenditure plan, the first funding cycle for construction in 2029
- Advancing engineering work to streamline the project into the selected Alternative Project Delivery

Eastside Phase 2: NEPA Process

Optimal Process to Streamline NEPA

(Requests: A, B)

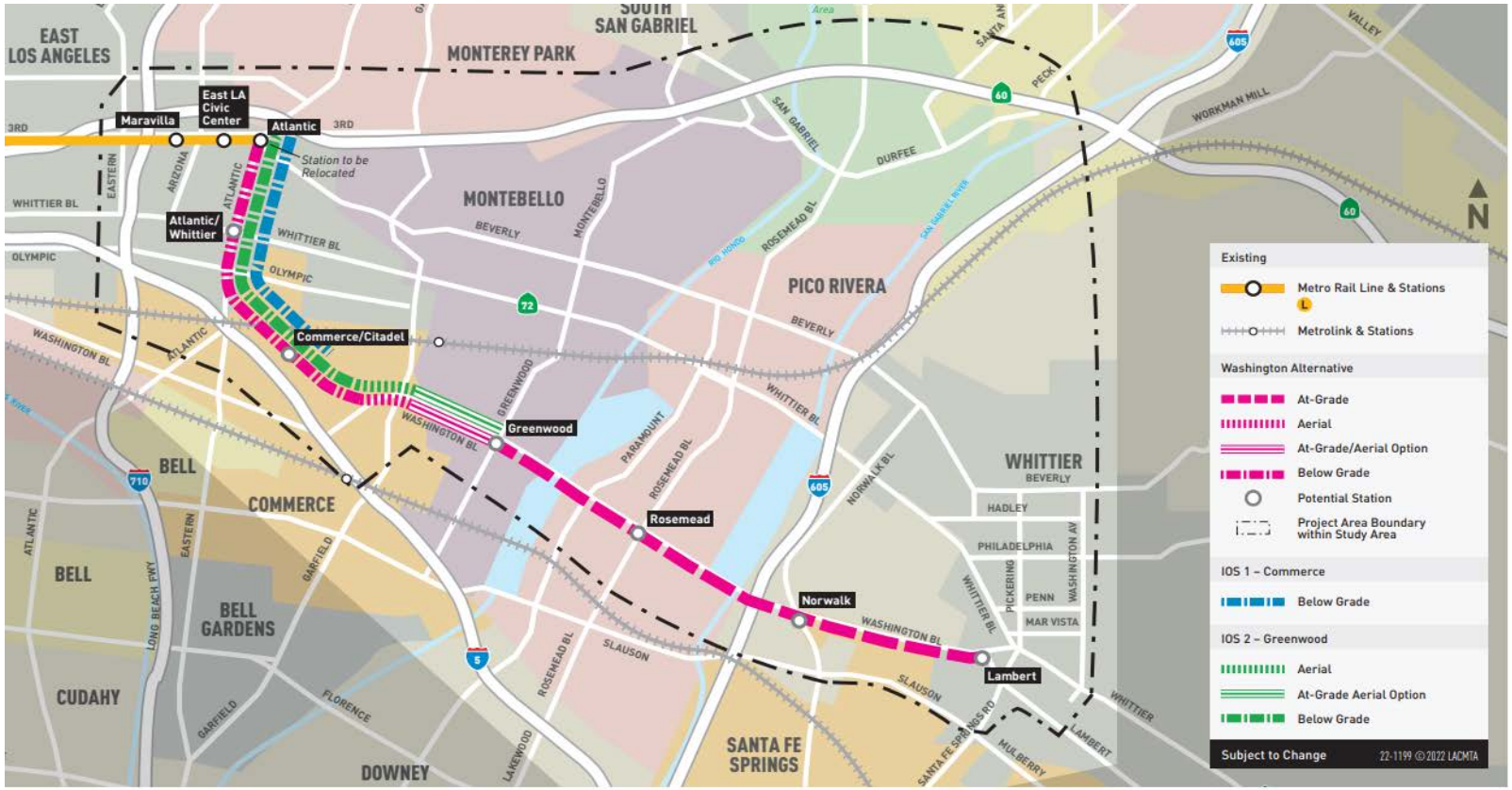
- Project would enter the NEPA process upon the Board selection of the Locally Preferred Alternative (LPA)
- A defined project alignment such as LPA would streamline FTA federal reviews

NEPA process by Delegating Authority to the State (NEPA Assignment)

(Requests: C)

- Project team is not pursuing this process because it would delay the project's environmental clearance (State and Federal) since the Draft EIR is nearing completion
- FTA would need to delegate responsibilities to the State and State would need to serve as the lead agency for CEQA
- Process has only been implemented on highway projects and not on major transit projects

Project Interim Operable Segments



Maintenance Storage Facility Options

Commerce MSF:
Capacity 100 LRV

Montebello MSF:
Capacity 120 LRV

IOS-1 Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option

IOS-2 Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

2020 LRTP - Project Funding Plan

- Funding is programmed in the LRTP for a $3 billion (2015 dollars) full alignment
- Funds for construction would be available in 2029 per the Measure M expenditure plan
- Funding sources include Measure M and Measure R sales tax designated for the Project, planned State SB-1 grants, and federal funds specified for planning uses only

Uses	Amount
Total, Uses	$3.0

Sources – Secured	Amount
Local (Sales Tax, 3% Contribution)	$2.1
Sources – Yet-To-Be-Secured	
State (Cap/Trade, SB-1)	0.8
Federal (Planning funds)	0.0
Total, Sources	$3.0

Costs in 2015 dollars, in billions.
Construction FY29 – FY35.

Metro

Revised Project Funding Plan

Uses	IOS-1 Commerce	IOS-2 Greenwood	Full Project
Total, Uses	$4.5	$5.1	$6.1

Sources – Secured	Amount	Amount	Amount
Local (Sales Tax, 3% Contribution)	$2.4	$2.4	$2.4
Sources – Yet-To-Be-Secured			
Local (Sales Tax, 3% Contribution)	0.1	0.2	0.4
State (Cap/Trade, SB-1, Surplus)	1.0	1.3	1.6
Federal (IIJA/BIL)	1.0	1.2	1.7
Total, Sources	$4.5	$5.1	$6.1

Costs in 2021 dollars, in billions.
Construction FY29 – FY35.

Federal and State Grant Funding:

(Request: E, F)

- Funding has increased from IIJA/BIL and potentially from the State budget surplus
- Federal: Capital Investment Grants (New Starts, Expedited Project Delivery), National Infrastructure Project Assistance (MEGA), and programs that fund freight-related improvements
- State: Statewide and SoCal rail and transit allocations, SB-1 Transit and Intercity Rail Capital Program, Solutions for Congested Corridors, and Local Partnership Program

Metro

Competitiveness, Tradeoffs, and Financing

Grant Competitiveness:

(Request: F, G)

- Statutorily eligible for Capital Investment Grants (CIG)
- CIG funding was increased by almost twofold through the enactment of IIJA/BIL
- Estimated a "medium" project justification rating for the full alignment
- Must demonstrate that Metro can fund the construction and operation of the Project

Measure M/R Tradeoffs

(Request: H)

- Funding from existing Gateway subregional programs could be transferred to the Project
- Value capture financings could provide supplemental local funding

Low and No-Cost Financing

(Request: H, J)

- Metro will continue to determine the benefit of TIFIA and Railroad Rehabilitation & Improvement Financing (RRIF) federal loan programs
- Financing may not significantly increase available funding for Project

Preconstruction Activities and Alternative Project Delivery

Preconstruction Activities

(Request A)

Engineering activities advance the project into alternative project delivery may include:

- Geotechnical
- Utility investigation and exploration
- Refining and confirming project scope design elements
- Third-party coordination with agencies and utility owners where appropriate
- Continue updating the federal risk register

Project Delivery

(Request D, E)

- Planning and Program Management staff are currently undertaking our Project Delivery Selection Process.
- Explore alternative delivery methods to better manage risk, cost, and schedule in delivering our major transportation infrastructure projects.
  - **Construction Manager/General Contractor (CM/GC)**
  - **Progressive Design Build (PDB)**

Metro

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

File #: 2022-0171, **File Type:** Project **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: HIGH DESERT CORRIDOR RAIL PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $1,236,500 for Fiscal Year 2023 to complete the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental document for the High Desert Corridor (HDC) Rail Project and other related activities as further described in Attachment A;

B. APPROVING an increase of $500,000 in Life-of-Project (LOP) budget for the High Desert Intercity Rail Corridor Service Development Plan for a new total LOP budget of $5,125,000;

C. REPURPOSING $1,736,500 of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition for the High Desert Corridor High Speed Rail Project and the Service Development Plan to fund the above two recommendations; and

D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary funding agreements with HDC JPA.

ISSUE

The HDC Rail Project requires additional funds to complete the CEQA/NEPA environmental document, Surface Transportation Board process, other HDC JPA related work and the HDC Service Development Plan.

BACKGROUND

The High Desert Corridor Rail Project will provide a critical link to connecting the cities of Las Vegas and Los Angeles by way of a new high-speed intercity passenger rail service along a 54-mile east-west rail alignment from the future Brightline West Station in Victor Valley in San Bernardino County to the future Palmdale Multi-Modal High Speed Rail Station in Palmdale in Los Angeles County with

rail transit connection to Los Angeles Union Station via Metrolink Antelope Valley Line, Antelope Valley Transit Authority Bus and future California High Speed Rail (HSR). A new intercity passenger HSR is needed between Las Vegas and Los Angeles to enhance regional, intercity and interstate mobility in one of the most traveled corridors by automobiles. The Interstate 15 freeway (I-15) is a congested two-lane road for most of the California portion of the trip, resulting in gridlock congestion on the I-15 on weekends and during special events.

HDC Project EIR/EIS Documents

The original HDC Project included the construction of a four-lane freeway and HSR service between Palmdale and Victorville, linking the two future HSR systems: California HSR and Brightline West HSR. The California Department of Transportation (Caltrans) originally developed the HDC Project in cooperation with several state and federal agencies, including the Federal Railroad Administration (FRA) and the Surface Transportation Board (STB). Caltrans District 7 conducted the environmental review of the HDC Project, including the preparation of the HDC Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Caltrans District 7 prepared a draft EIR/EIS in September 2014 and approved a final EIR/EIS and a Section 4(f) Evaluation in June 2016. Currently, only the HDC Rail Project is moving forward.

Brightline West

DesertXpress, also known as Brightline West, a Brightline affiliated company, is a new privately-funded HSR service connecting the 260 miles between Las Vegas and Los Angeles with planned stations in Las Vegas, Victor Valley (in the town of Apple Valley), and Rancho Cucamonga with connections to Metrolink.

DISCUSSION

The HDC Rail Project is currently in the NEPA environmental phase with the FRA as the NEPA lead agency. The FRA has been reviewing the Draft NEPA Re-evaluation and Revalidation documents submitted by the HDC JPA in April 2021. HDC JPA is requesting a not-to-exceed amount of $1,236,500 to allow the HDC JPA to continue and complete the NEPA Re-evaluation/Revalidation process to attain a Record of Decision (ROD) from the FRA along with the CEQA concurrence letter for the HDC Rail Project. Due to a recent action taken by the San Bernardino County Board of Supervisors to withdraw from the current JPA, the HDC JPA will coordinate with the cities along the HDC corridor cities to identify a successor for the HDC JPA.

CEQA/NEPA Process

In March 2021, Metro and the HDC JPA entered into a funding agreement to contribute up to $400,000 in Proposition C funds for additional NEPA environmental work for the HDC Rail project to address changes to the rail alignment, station location and other related infrastructure changes. In April 2021, HDC JPA requested that the FRA act as the lead agency for NEPA compliance and the FRA issue a Record of Decision (ROD) for the HDC Rail project. The HDC JPA also submitted the NEPA Re-evaluation documents to the FRA to demonstrate that the prior results set forth in the 2016 HDC EIR/EIS remain valid. In February 2022, the FRA agreed to become the NEPA lead agency for the HDC Rail Project and subsequently began tribal consultations under the Section 106 NEPA process in March 2022. The FRA also requested that the NEPA environmental document closely align with the Service Development Plan, requiring additional engineering analysis.

Restructuring of the HDC JPA

On March 1, 2022, the San Bernardino County Board of Supervisors approved the withdrawal from membership and participation in the HDC Joint Powers Authority (JPA), effective on July 1, 2022. Since the HDC JPA consists of only two members, Los Angeles County and San Bernardino County, the withdrawal from San Bernardino County will dissolve the current HDC JPA effective June 30, 2022. HDC JPA will also continue their work on coordinating with the cities along the HDC corridor to identify a successor for the HDC JPA and develop the new JPA agreement for the Metro Board's consideration by end of 2022.

HDC JPA is requesting up to $1,236,500 in FY 23, beginning on July 1, 2022, and ending on June 30, 2023, to allow the HDC JPA to complete the following: a) the NEPA Re-evaluation and Revalidation process to attain a Record of Decision (ROD) from the FRA including continued coordination with the FRA to address comments on the Re-evaluation package; b) participation in the Section 106 process including tribal consultation and coordination with HDC stakeholders; c) work on a CEQA concurrence letter; d) the STB process; e) Grant funding application and other related work as stated in Attachment A.

High Desert Intercity Rail Service Development Plan

In August 2020, Metro Board approved a Life-of-Project (LOP) budget of $5 million, including the $375,000 in-kind contribution from Brightline West, for the High Desert Intercity Rail Corridor Service Development Plan (SDP). This is funded with $3 million of repurposed Measure M HDMC funds, $1.375 million in California State Transportation Agency (CalSTA) 2018 Transit Intercity Rail Capital Plan (TIRCP) grant, $625,000 from Brightline West (comprising of $250,000 in cash and $375,000 of in-kind contributions). Metro, in partnership with CalSTA and Brightline West, has been developing the SDP in coordination with the HDC JPA, Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, CHSRA, SCRRA, AVTA and others. In close coordination with funding partners and stakeholders, staff began work on the High Desert Intercity Rail Corridor Service Development Plan (SDP) in early 2021. Thus far, Metro has held three virtual meetings in April, August and December of 2021 with stakeholders to report on work progress and request feedback. In addition, the FRA requested participation as a stakeholder and has provided feedback to Metro on the development of the SDP to closely align the HDC SDP with the NEPA environmental process.

Due to feedback staff has received from the stakeholders, additional work is needed to the HDC SDP, such as engineering analysis, rail operation analysis, operations and maintenance plans (in coordination with Brightline West), and additional coordination meeting with stakeholders, including incorporating comments received by the FRA. The requested increase of $500,000 in the LOP budget is needed to complete the SDP in coordination with all the stakeholders with an anticipated date by June 2022, and if additional feedback is received from the stakeholders, the final study will be completed no later than July 2022.

DETERMINATION OF SAFETY IMPACT

The HDC Rail project will provide a high-quality high-speed rail alternative to automobiles and is intended to reduce automobile trips to/from Las Vegas along the I-15 and other freeways in Southern California, which will reduce vehicular accidents and improve safety. The HDC Rail project will be designed in accordance with safety standards established by the FRA and other regulatory agencies.

FINANCIAL IMPACT

Funds required in FY22 for High Desert Intercity Rail SDP is within the Board adopted budget. Upon Board approval of the recommendations, staff will ensure HDC JPA and SDP funding requirements are included in the FY23 budget request for Board adoption in May 2022.

Impact to Budget

The funding source for these efforts is Measure M 17% Highway funds which are not eligible for transit operation. Board approval of Recommendation 3 will provide the necessary funding for both the HDC environmental clearance and restructuring of the JPA efforts as well as to wrap up the High Desert Intercity Rail SDP.

EQUITY PLATFORM

The HDC Rail project will improve mobility for residents in the North Los Angeles County by providing a high-quality, environmentally friendly, safe and efficient transportation option to the communities to access jobs, health care, education, other services and economic opportunities offered at major urban and employment centers in Los Angeles and in Las Vegas.

Over 90% of the corridor is rural and the Cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas with two high speed rail stations, one in the City of Palmdale and the Town of Apple Valley. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest American Disability Act along with commuter rail, bus transit, access service, ride share and active transportation. The entire project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. In addition, residents within the High Desert Corridor project area consist of between 61 and 77% in minority populations, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency (LEP).

The proposed 54-mile HDC Rail Project corridor is in rural undeveloped areas of Los Angeles County with very limited impact to the displacement of residential housing and businesses. The HDC Rail Project has the potential to uplift low-income communities in the rural areas of Los Angeles County with a high-quality rail service with improved access to jobs and opportunities. It has the potential to attract more businesses and residential development. The travel time between Los Angeles and Las Vegas will be dramatically reduced, diverting millions of automobiles from freeways and highways in Southern California. The infrastructure investments are expected to stimulate private investments that will further stimulate the local economy.

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IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals 1, 3 and 4. This study supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA Country's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board to not program funds to contribute to the HDC JPA for NEPA environmental work and HDC JPA restructuring efforts. This is not recommended as significant progress has been made by the HDC JPA to complete the NEPA environmental process with the FRA and receive the ROD from the FRA which will allow the project to be eligible for future Federal grants.

The alternative would be for the Board to not program funds for the High Desert Intercity Rail Corridor Service Development Plan. This is not recommended as it would not be consistent with prior Board actions, and the region would lose an opportunity to advance important connectivity to the regional rail network with Los Angeles Union Station as the destination. Additionally, this study allows for the HDC Rail project to be more competitive for future State and Federal grants.

NEXT STEPS

Following Board approval of the staff recommendations,

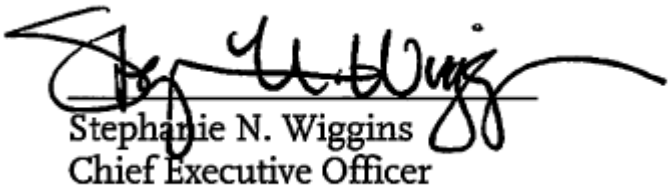
1) Staff will work with the HDC JPA to negotiate and execute a funding agreement for $1.2365 million by June 2022
2) HDC JPA will develop a new JPA agreement for Board consideration by summer of 2022 and will work with stakeholders and potential funding partners to advance the project forward.
3) Staff will complete the High Desert Intercity Rail SDP by summer of 2022

ATTACHMENTS

Attachment A - High Desert Corridor Joint Powers Authority Budget Request

Prepared by: Vincent Chio, Senior Director, Program Management, (213) 418-3178
Jeanet Owens, Senior Executive Officer, Program Management, (213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A: High Desert Corridor Joint Powers Authority Budget Request

			Cash Flow by Quarter			
Category	**Description**	**Total FY 23**	**FY23 Q1**	**FY23 Q2**	**FY23 Q3**	**FY23 Q4**
1	Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD)	$ 625,000	$ 375,000	$ 250,000		
2	Conclude Surface Transportation Board	$ 20,000	$ 15,000	$ 5,000		
3	Grant Funding Application Assistance/CEQA Concurrence	$ 55,000	$ 40,000	$ 15,000		
4	Coordination Meetings for NEPA Environmental Review and Service Development Plan	$ 45,000	$ 35,000	$ 10,000		
5	HDC JPA Management: Executive Management, Equity Focused Planning and Engagement, and JPA Restructuring and Outreach					
5.1	Executive Management, Equity Focused Planning and Administration	$ 275,000	$ 68,750	$ 68,750	$ 68,750	$ 68,750
5.2	Equity Focus Stakeholder Engagement	$ 125,000	$ 25,000	$ 25,000	$ 12,500	$ 12,500
5.3	Planning & Administration Staff Support	$ 91,500	$ 25,000	$ 25,000	$ 28,250	$ 28,250
	Total Budget Request	**$ 1,236,500**	**$ 601,250**	**$ 416,250**	**$ 109,500**	**$ 109,500**

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

Metro

Board Report

File #: 2022-0123, **File Type:** Oral Report / Presentation **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

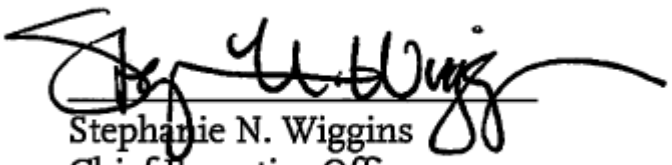
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

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Attachment A

Countywide Planning Monthly Project Updates

April 2022 Update



> Major Pillar Projects

A) West Santa Ana Branch *

B) C (Green) Line Ext to Torrance

C) Eastside Transit Corridor Phase 2 *

D) Sepulveda Transit Corridor *

> Other Projects in Planning and Development

- North Hollywood to Pasadena *
- E. San Fernando Valley Shared ROW
- Rail to River Active Transportation Corridor
- Vermont Transit Corridor
- Los Angeles River Path
- N. San Fernando Valley BRT
- Arts District/6th Street Station
- Rio Hondo Confluence Station
- Centinela Grade Separation
- Crenshaw North Extension

Metro

* April 2022 Board action/information presented independently

West Santa Ana Branch Transit Corridor

Prelim Studies	DEIR/S	LPA	FEIR/S	Cert	Pre-Constr	Award	Constr	Open

Recent Activities

- April: Staff response to January Board motion
- Coordination with key stakeholders

Next Actions

- Continue coordination with
  - FTA, agencies, cities and key stakeholders on environmental comments
  - Ports of Los Angeles and Long Beach
  - Union Pacific Railroad
- Quarterly updates on funding plan and P3 strategies



Metro

West Santa Ana Branch Transit Corridor

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Constr | Award | Constr | Open

Environmental Update

UPRR Coordination

- **April**: UPRR meeting with Ports
- **April**: Preparing concepts in response to comments from UPRR on
  - **La Habra Subdivision:** Feasibility of swapping freight & LRT tracks
  - **I-105 freight bridge**: Evaluate track geometry to potentially reduce track curvature
  - **Downey Avenue (World Energy):** Feasibility of roadway grade-separation
- **End of July**: UPRR input on alignment and clearance
- **End of Year**: Anticipated agreement/MOU

EIS/R comment resolution meetings with all cities to establish an environmental footprint freeze:

- City of Huntington Park re: WSAB alignment and Rail to River
- Assessment of above grade/aerial sections of the LPA where cut & cover could be constructed at lower cost

**Any major design modifications will likely affect the schedule and completion of environmental sections*

FTA coordination to review environmental footprint changes, project schedule, comment approach



West Santa Ana Branch Transit Corridor

Prelim Studies	DEIR/S	LPA	FEIR/S	Cert	Pre-Constr	Award	Constr	Open

Funding Plan & P3 Update

New Starts Status (Planning)

- Project Development kickoff meeting with FTA; Ongoing meetings to work on FTA deliverables and schedule
- Preparing workplan to procure services and produce the required information, materials, and analysis

Funding Plan Update (Planning)

- New Starts and additional State funding needed for LPA
- Applied for $1 billion of TIRCP funding
- Additional TIRCP "cycle" later in 2022
- Monitoring State budget surplus proposal
- MEGA notice of funding opportunity pending
- Value capture advisors scheduling meetings with corridor cities

P3 Evaluation (OEI)

- Financial Advisor Sperry/KPMG has been selected
- Staff updating analysis through collaborative internal workshops on several key topics including:
  - Labor
  - Cost, Schedule, and Risk
  - Funding and Financing
  - Project Readiness
    - UPRR
    - FTA
  - Innovation and Equity



C (Green) Line Extension to Torrance

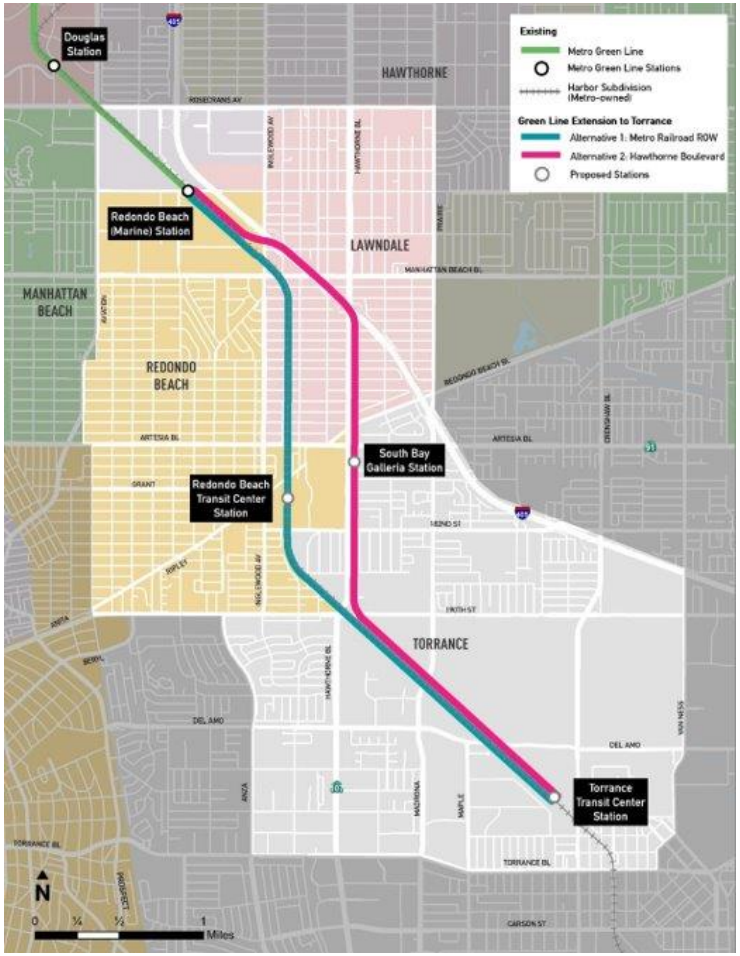
Prelim Studies | DEIR | LPA | FEIR | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- March 2-12: Community Neighborhood Walks (8) with approximately 200 participants
- Stakeholder meetings with adjacent property owners and neighborhood groups

Next Actions

- Mid-2022: Public workshops to present updated project designs
- Continue coordination with BNSF, cities, and key stakeholders on project design/footprint
- Fall/Winter 2022 (anticipated): Release Draft EIR followed by Board selection of Locally Preferred Alternative (LPA)



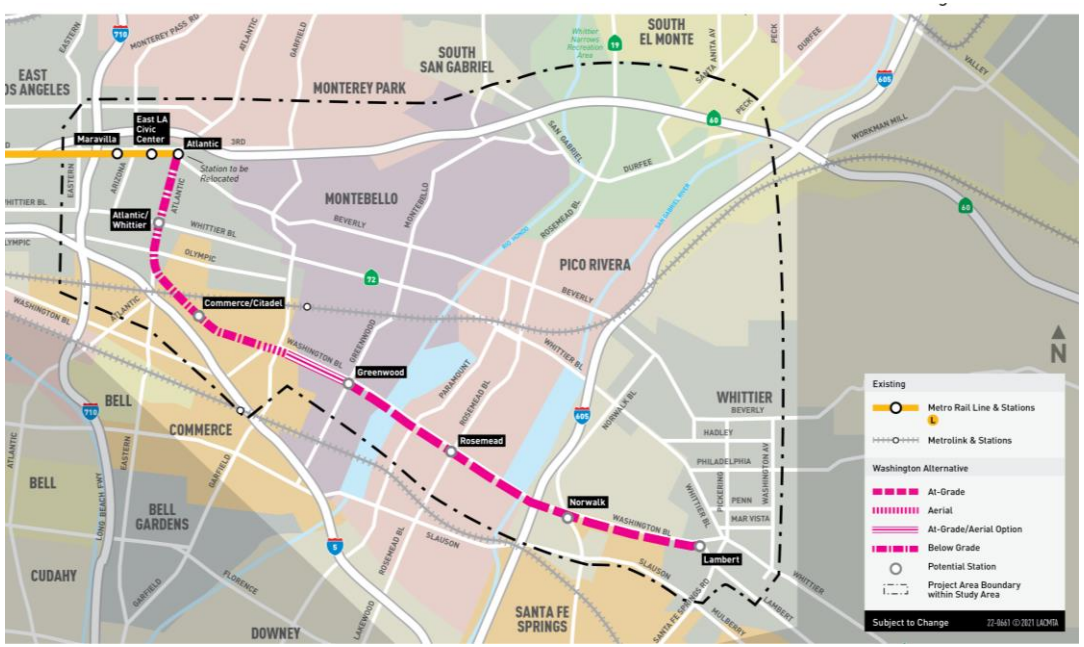
Metro

Eastside Transit Corridor Phase 2

Prelim Studies	DEIR ★	LPA	FEIR	Cert	Pre-Con	Award	Constr	Open

Recent Activities

- April: Report back to the Board on recommendations provided at February's Board meeting
- April 13: Project team participation in Open House in ELA



Next Actions

- Spring/Summer: Prepare for release of the Draft EIR
- Next round of outreach in early June (tent.) prior to the release of the Draft EIR
- Continue to support LA County staff in addressing quality of life (e.g., parking benefits district, etc.) in ELA
- Continue to explore federal funding opportunities and NEPA strategy

Sepulveda Transit Corridor

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- March 25: Board Box memo released, with preliminary summary of scoping comments received
- Coordination between PDA teams and ongoing environmental technical studies

Next Actions

- Summer 2022 (anticipated): Release of full Scoping Report including detailed analysis of nearly 3,100 submissions
- Community update meeting(s)





Metro

North Hollywood to Pasadena BRT

Prelim Studies	DEIR/S	LPA	FEIR/S	Cert	Pre-Con	Award	Constr	Open

Recent Activities

- March 25: Final EIR released for public review
- April: Board to consider approval of proposed project and certification of FEIR



Next Actions

- May 2022: Proceed with preliminary engineering and final design in preparation for construction (pending Board certification of FEIR in April)
- Continue coordination with cities and communities

Metro

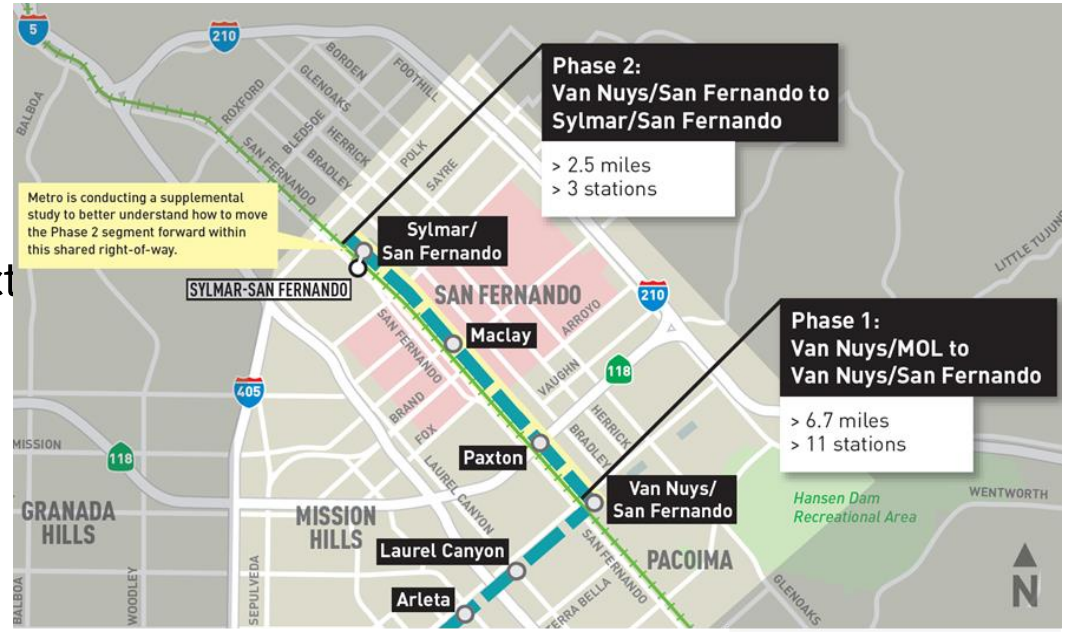
East San Fernando Valley Shared ROW Study

|---|---|---|---|---|---|---|---|

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- March 2022: Metro Board authorization of task order
- Coordination with Vendor/Contract Management to execute contract
- Continuing communication with City of San Fernando and Metrolink on planned improvements and environmental actions



Next Actions

- Project kick-off, key stakeholder briefings and technical coordination as the study develops

Rail to River Active Transportation Corridor

Segment B

Prelim Studies	DEIR/S	LPA	FEIR/S	Cert	Pre-Constr	Award	Constr	Open

Recent Activities

- Continued coordination with local jurisdictions
- Continued refinements to draft report



Next Actions

- June 2022: Anticipated Board review of Supplemental Alternatives Analysis Final Report
- Coordinate recommendations with local jurisdictions

Metro

Vermont Transit Corridor

|----------★----|----------|----------|----------|----------|----------|

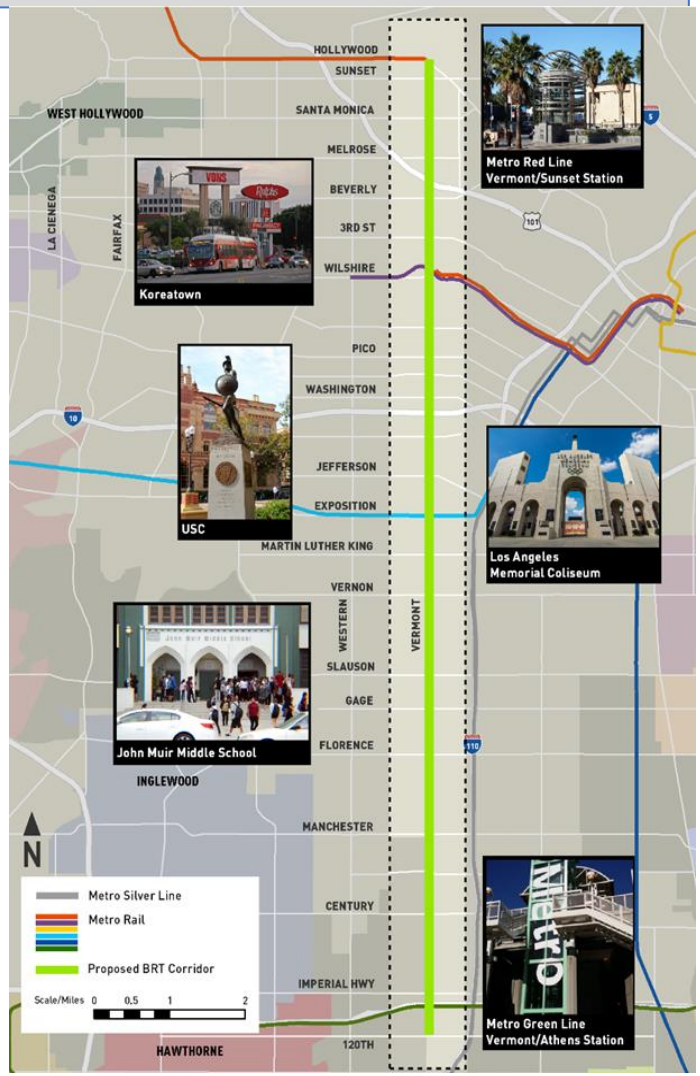
Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- Continued briefings for key stakeholders
- Ongoing community-led conversations/outreach activities by 13 CBO partners

Next Actions

- April 23 and 30, May 4 and 7: Metro-hosted community meetings to solicit community feedback and vision for project
- Input and feedback will inform the scope for environmental study
- August 2022 (anticipated): Return to Board with proposed plan for environmental studies



Metro

Los Angeles River Path

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- Board adopted Motion 31 (March 24, 2022)
- Ongoing development of MOAs
- Ongoing technical work for Draft EIR
- Mar 31: Coordination Meeting USACE Ecosystem Restoration Project
- Apr 7: Quarterly 214 Meeting with USACE Regulatory Group (404 Permitting)

Next Actions

- Advance design of bike/ped bridge over US-101
- Apr 27: Steering Committee Meeting



North San Fernando Valley BRT Improvements

Prelim Studies | DEIR | LPA | FEIR | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- Conducted key stakeholder engagement
- Continue additional analysis of proposed project in coordination with NextGen

Next Actions

- Spring/Summer 2022: Conduct community engagement
- Summer/Fall 2022 (anticipated): Board consideration of recommended changes to project alternative







Metro

Arts District / 6th Street Station

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- Conducting technical environmental impact analysis including air quality, land use, etc.
- Evaluating conceptual station design, especially related to pedestrian connectivity in coordination with key stakeholders

Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Draft EIR Release

Arts District/6th St Station
Study Area



Rio Hondo Confluence Station Feasibility Study

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- March 24: Stakeholder forum (virtual) to share progress and preliminary findings
- Advancing the draft engineering, station design, high-level environmental assessment, cost estimates, and ridership, building on WSAB Environmental Analysis

Next Actions

- Summer 2022: Prepare/complete Feasibility Study Report
- Fall 2022: Present findings & recommendations to Metro Board concurrent with WSAB Final EIS/EIR certification



Centinela Grade Separation

Prelim Studies | Environ Review | 30% PE Design ★ | Pre-Con | Award | Constr | Open

Recent Activities

- Design and utility coordination with City of Inglewood, California Public Utilities Commission, LA County Public Works, and SoCal Edison
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector project

Next Actions

- Spring/Summer 2022: Board review of Preliminary Engineering design, updated cost estimates, and project delivery alternatives





Sample Rendering of Centinela Grade Separation (Source: HDR)

Metro

Crenshaw Northern Extension

Prelim Studies | DEIR | LPA | FEIR | Cert | Pre-Con | Award | Constr | Open

Recent Activities

- Station Planning Workshops
- Continue to advance engineering, alignment and station design, field and geotechnical investigation to inform Project Definition
- Coordination w/ Tunnel Advisory Panel
- Coordination w/ major institutions

Next Actions

- Continue coordination w/ major institutions
- Preparation underway for Summer Public Outreach



Measure M Expenditure Plan
Groundbreaking to Opening Dates

