Metro

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

Agenda - Final

Wednesday, June 19, 2019

2:00 PM

One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair
Mark Ridley-Thomas, Vice Chair
Mike Bonin
John Fasana
Ara Najarian
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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.

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 up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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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.
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d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

18. SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE 2018-0819

RECOMMENDATION

RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

A. Draft Baseline Understanding Framework; and

B. Draft Values Framework.

Attachments: Attachment A - Baseline Understanding Framework
Attachment B - Baseline Appendix
Attachment C - Values Framework
Presentation

19. SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING AND DEVELOPMENT DEPARTMENT'S STRATEGIC PROJECTS AND PROGRAMS 2019-0247

RECOMMENDATION

RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Development (CPD) Department's Strategic Projects and Programs.

Attachments: Attachment A - Countywide Planning & Development Dashboard

20. SUBJECT: UPDATE ON THE LOS ANGELES COUNTY GOODS MOVEMENT STRATEGIC PLAN 2019-0248

RECOMMENDATION

RECEIVE oral report on the Los Angeles County Goods Movement Strategic Plan.

21. SUBJECT: TRANSPORTATION DEMAND MANAGEMENT PROGRAM UPDATE 2019-0448

RECOMMENDATION

RECEIVE AND FILE response to Motion 36 to report back in 90 days on Regional Commuter Tax Benefit Ordinance.

Attachments: Presentation

22. SUBJECT: TRANSIT TO PARKS STRATEGIC PLAN 2018-0774

RECOMMENDATION

ADOPT the Transit to Parks Strategic Plan.

Attachments:
Attachment A - Board Motion #2016-0511
Attachment B - Transit to Parks Strategic Plan
Attachment C - Transit to Parks Strategic Plan Executive Summary
Attachment D - Implementation Matrix
Presentation

23. SUBJECT: DIVISION 6 DEVELOPMENT GUIDELINES 2019-0123

RECOMMENDATION

ADOPT Development Guidelines (Attachment A) for the joint development of 3.12 acres of Metro-owned property at the Division 6 site located in the Venice community.

Attachments:
Attachment A - Development Guidelines for Division 6 Joint Development
Presentation

24. SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE FOOTHILL EXTENSION 2B 2019-0170

RECOMMENDATION

CONSIDER:

A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;

B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and

C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

Attachments:
Attachment A - Aviation 96th St. Station First Last Mile Plan Executive Summar
Attachment B - Aviation 96th St. Station First Last Mile Plan
Attachment C - Gold Line Foothill Extension 2B First Last Mile Plan Executive S
Attachment D - Gold Line Foothill Extension 2B First Last Mile Plan
Presentation

25. SUBJECT: NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT IMPROVEMENTS 2019-0292

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the North San Fernando Valley BRT Corridor Alternatives Analysis Study Report; and

B. AUTHORIZING the CEO to initiate the Environmental Study based on the recommended project with design variations.

Attachments: Attachment A - Project Study Area
Attachment B - Initial BRT Concepts September 2017
Attachment C - NSFV BRT Refined Project Options September 2018
Attachment D - Alternatives Analysis Executive Summary
Attachment E - Proposed Project with Route Variations
Presentation

26. SUBJECT: LINK UNION STATION PROJECT 2019-0420

RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Environmental Impact Report (FEIR);

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse;

C. ADOPTING the:

1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and

2. Mitigation Monitoring and Reporting Plan (MMRP).

Attachments: Attachment A - Notice of Determination
Attachment B - Link US FEIR Project
Attachment C - Cost Comparison of Passenger Concourse Options
Attachment D - Bridge Aesthetic Concepts rev
Attachment E - Active Transportation Elements
Attachment F - Link US Mitigation Monitoring and Reporting Plan
Attachment G - Metrolink Memo on Link US dated Feb 20 2019
Attachment H - Support Letters from the Little Tokyo Community

27. SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS ANGELES ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT 2019-0424

RECOMMENDATION

APPROVE the amendment of the repayment schedule of federal Surface Transportation Program-Local (STP-L) funds with non-federal funds in the Exchange Agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the State Route 126/Commerce Center Drive Interchange Project, as shown in Attachment A.

Attachments: Attachment A - Repayment Schedule

28. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK 2019-0430

RECOMMENDATION

CONSIDER:

A. DETERMINING that the Lone Hill to White Double Track Project is Statutorily Exempt, pursuant to California Environmental Quality Act Guidelines Section 15275 (a) and (b); and,

B. DIRECTING staff to file a CEQA Notice of Exemption for the LHW Double Track Project with the Los Angeles County Clerk.

Attachments: Attachment A - Map of LHW Double Track Project Corridor
Attachment B - CEQA Statutory Exemption
Attachment C - Letter of Support from City of San Dimas
Attachment D - Letter of Support from City of La Verne

SUBJECT: GENERAL PUBLIC COMMENT 2019-0469

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

File #: 2018-0819, **File Type:** Plan **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Long Range Transportation Plan (LRTP) Update, including the following informational items:

A. Draft Baseline Understanding Framework; and

B. Draft Values Framework.

ISSUE

This status report on the development of the LRTP Update includes a Draft Baseline Understanding Framework (Attachment A, with appendices in Attachment B), which provides a preliminary analysis of existing Los Angeles County conditions and communities as a foundation for the LRTP's analysis of its forty-year horizon; and it also includes a Draft Values Framework (Attachment C), which addresses performance-based planning. The performance measures include equity metrics for the evaluation of the current transportation system and future transportation investments.

DISCUSSION

Background

In September 2017, the LRTP Update Work Plan was presented to the Metro Board (Legistar File No. 2017-0548); it included a scope of work that has distinct chapters for development and timelines for key deliverables to the Board. In March 2018, the Board was presented the Orientation and Context framework (Legistar File No. 2018-0003). In January 2019, the Board received a Public Engagement Summary Report (Phase 1), and a Draft Mobility Plan to Access Opportunity Framework (Legistar File No. 2018-0622).

Draft Baseline Understanding Framework

The attached Draft Baseline Understanding Framework includes the following information about the existing transportation system and Metro stakeholders, which will be further developed in the completed draft LRTP:

- Travel Demand Model analysis of current travel patterns and other research for the existing system;
- Socio-demographic information and trends about the communities Metro serves; and
- Partner agency information, including strategic efforts and related plans.

Demographic Forecast Adjustments

The Baseline for the LRTP update has demographic forecast adjustments from the last LRTP. Specifically, the 2020 LRTP baseline has approximately 800,000 fewer residents in the population and 680,000 fewer jobs throughout the County than was forecast in the 2009 LRTP. The 2009 LRTP projections were based on the 2004 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). Those forecasts were adjusted in SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), following the recession. SCAG's 2020 RTP/SCS forecasts a population increase of approximately 1,600,000 and employment increase of 700,000 by 2045, which is an addition of more than the current population of San Diego.

Research is ongoing and will continue in these areas until the LRTP Update is complete.

Draft Values Framework

The Values Framework is designed to establish objectives for the decision-making process and provide performance measures to evaluate progress toward those objectives. The Values Framework will speak to the entire LRTP and the objectives will advance the goals in Vision 2028.

The attached Draft Values Framework includes the following elements, which will be further developed in the completed draft LRTP:

- Discussion of applicable values and guiding principles;
- Plan objectives based on goals;
- Performance measures;
- Equity specific performance; and
- Scenario testing.

Addressing Equity

The LRTP Update began with Equity as a guiding theme, and the commitment was confirmed when the Metro Board adopted the Equity Platform in February 2018. To evaluate areas most in need of equity throughout the County, the Values Framework examines the correlations between various demographic factors and opportunity gaps. The resulting "Equity Focus Communities" (EFCs) are identified to measure/track future equity impacts from a transportation perspective. The EFCs and the related equity-specific performance measures will help indicate specific outcomes and benefits of LRTP investments within the EFCs.

The Metro Travel Demand Model, used to assess the transportation system baseline, is always being updated. It will be adjusted for a variety of sensitivity tests and alternatives scenarios to help inform the LRTP development. It will evaluate the scenario test performance, as well as help forecast the performance of planned investments. Other data sources for the draft LRTP performance measures are listed in Attachment C (p. 16-20).

EQUITY PLATFORM

The LRTP Baseline Understanding Framework addresses the following two pillars of the Platform:

Define & Measure - Baseline Understanding Framework examines current countywide conditions to prepare for future growth and investments. This information includes distribution of the population and access, or lack thereof, to resources and opportunities. The Values Framework utilizes EFCs to highlight populations in LA County that face greater barriers to opportunity. In so doing, Metro can measure the progress over time in closing these gaps through its partnerships, policies and programs.

Listen & Learn - Metro will continue to engage stakeholders about their priorities for the LRTP Update in Public Outreach Phase 2 to help shape the objectives in the Values chapter. This outreach is distinct from the equity-listening conducted at the Policy Advisory Council (PAC), and through PAC Equity Working Group. The data and risk correlations discussed in these frameworks regarding equity was evaluated in consultation with academia and partner agencies.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety because no action results from this receive and file report.

FINANCIAL IMPACT

This item has no fiscal impact to the agency because no action results from this receive and file report.

Impact to Budget

Activities associated with completing the LRTP update are budgeted in the current fiscal year and are within budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The LRTP will advance all five goals of Vision 2028 because it is foundational to this update and is specifically called upon to implement performance measures for system improvement. An assessment of the current system baseline (Attachment A) is an essential preliminary step to planning for system improvement.

ALTERNATIVES CONSIDERED

A detailed baseline discussion is necessary for the LRTP update process to be comprehensive and have a subsequent valid performance analysis, as part of the future technical work to be performed as part of the LRTP Update process. Similarly, a Values Framework, with performance validation, is essential to accurately evaluate the needs and priorities of the region. This basic methodological approach is required to meet certain state and federal requirements, necessary for Metro to receive state and federal funds. This performance based approach is also a component of the Board adopted Vision 2028. Therefore, no alternative was considered.

NEXT STEPS

The Baseline and Values sections of the LRTP will continue to be revised and completed during the development of the full LRTP Update, along with the sections for future projects, policies and operational plans. The LRTP Update is scheduled to be completed by the end of fiscal year 2020, which generally aligns with SCAG's 2020 RTP/SCS update. Close coordination of the LRTP development and SCAG's RTP/SCS is critical to ensure the inclusion of all funded Metro projects and programs in determining the attainment of federal and state air quality mandates.

All pending chapters regarding future plans to build, fund and operate the system will be aligned with Vision 2028 goals and actions. Once completed, the full LRTP draft will be presented for Board adoption. However, the LRTP Update process remains flexible to address any Board initiatives, including any outcomes from Twenty-eight by '28. The LRTP is a necessary technical planning document that transparently tells the long-term story of Metro's priorities and how it intends to achieve those.

ATTACHMENTS

Attachment A - Draft Baseline Understanding Framework
Attachment B - Baseline Technical Appendices
Attachment C - Draft Values Framework

Prepared by: Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
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Phillip A. Washington
Chief Executive Officer

LONG RANGE TRANSPORTATION PLAN DRAFT - BASELINE UNDERSTANDING

FRAMEWORK

3.1 Understanding Our Communities

1. Who are our communities?

How do we define our communities?

This section provides baseline year data (2017) divided into demographics, social, and geographic information. The section discusses what constitutes a community and how best to serve them by identifying their needs.

Social

- What creates community?
  - Community spaces and (cultural) historic establishments
  - Connected activities
  - Community based organizations

Geographic

- How do we examine communities?
  - Blocks
  - Neighborhoods and community planning areas
  - Cities
  - Subregions
  - County

Demographics

- Los Angeles County Demographics
  - Most populous county in the US, but density varies (Figure 3-1)
  - Ethnically diverse, i.e., majority minority population (Figure 3-2)
    - Non-English prevalence (Figure 3-3)
  - Other Demographic Details
- Economic Conditions
  - Federal Poverty Line is a national guideline ($25,750 for 4-person household 2019)
  - Poverty must be adjusted in LA County for area housing & cost of living factors
  - 200% Federal Poverty ($37,750 for 3-people family size, $48,500 for 4-people family size, weighted average poverty threshold in 2015, Figure 3-4)
  - Severely Rent Burdened is part of the State housing crisis (Figure 3-5)

Figure 3-1. Population Density (2015)

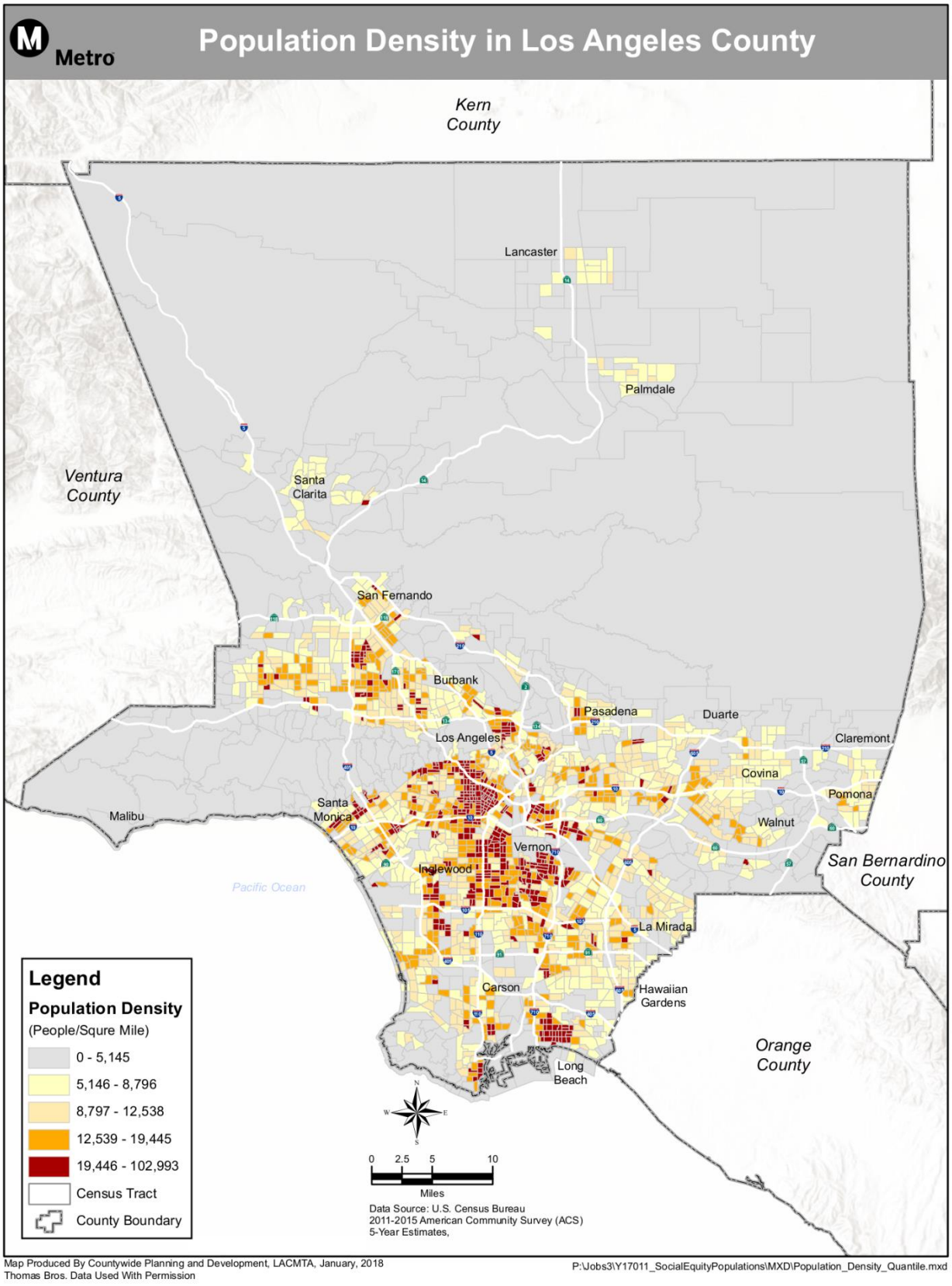


Figure 3-2. Majority Minority Population (2015)

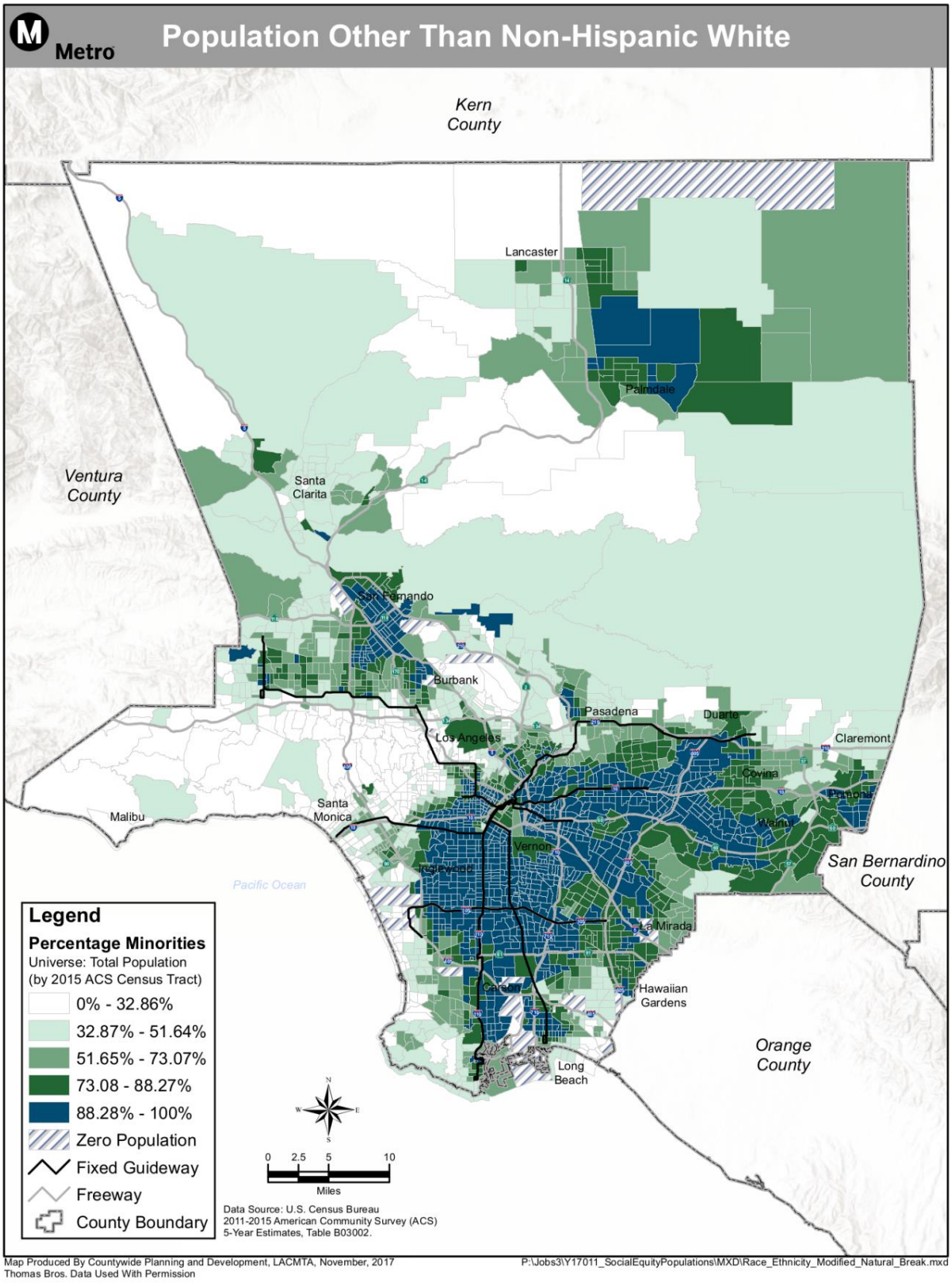


Figure 3-3. Non-English Speaking Population (2015)

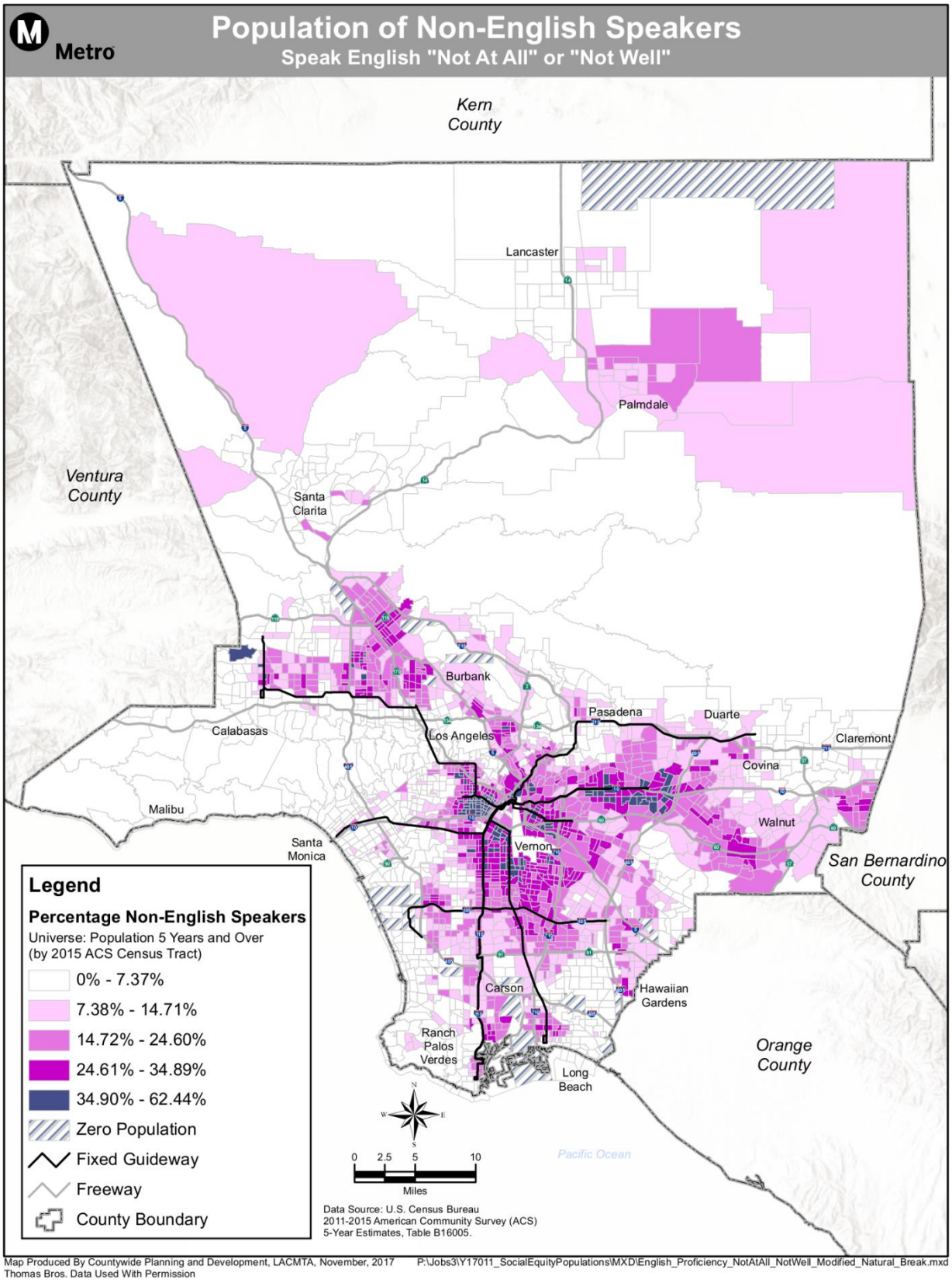


Figure 3-4. Federal Poverty Level (2015)

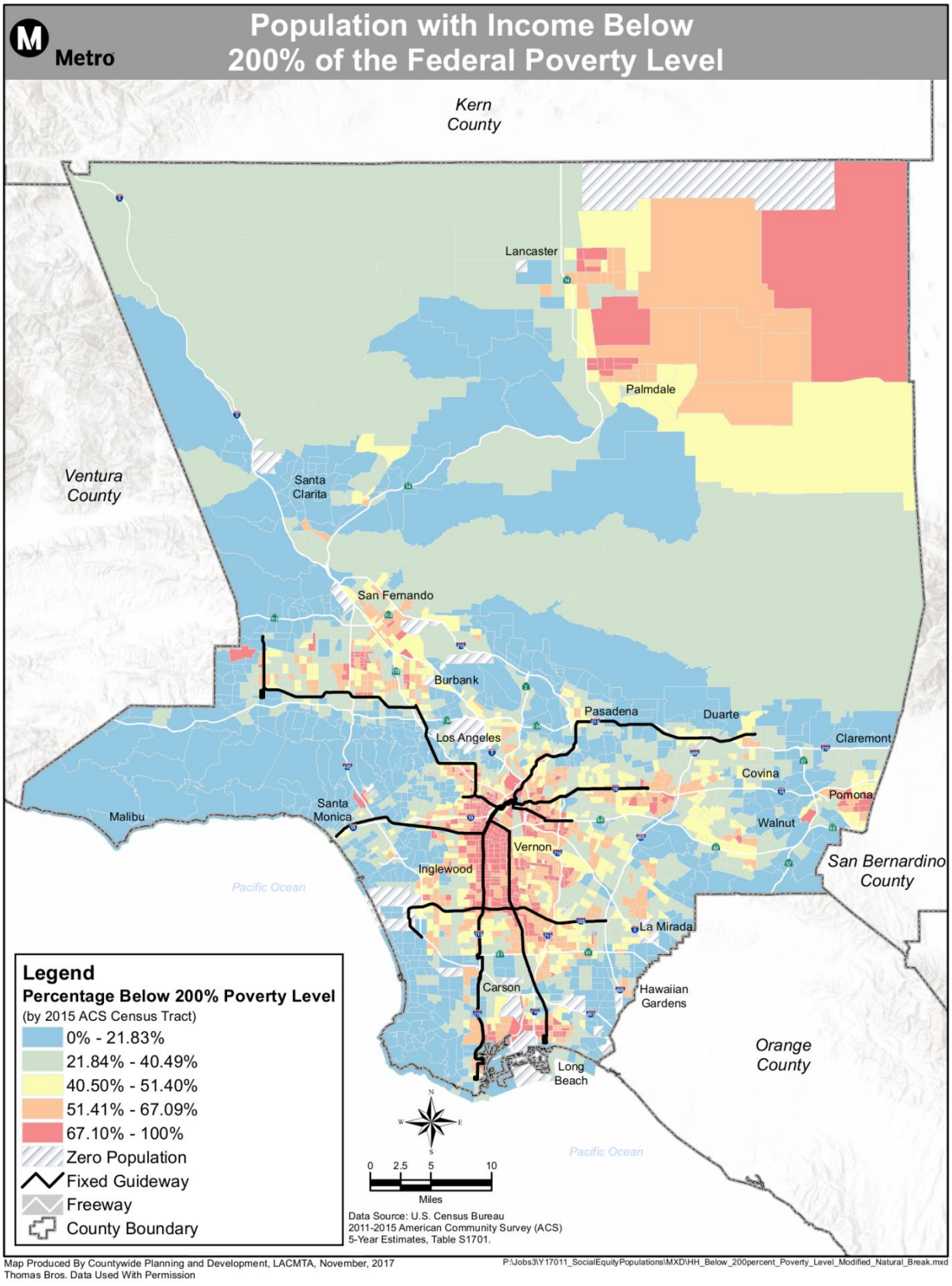
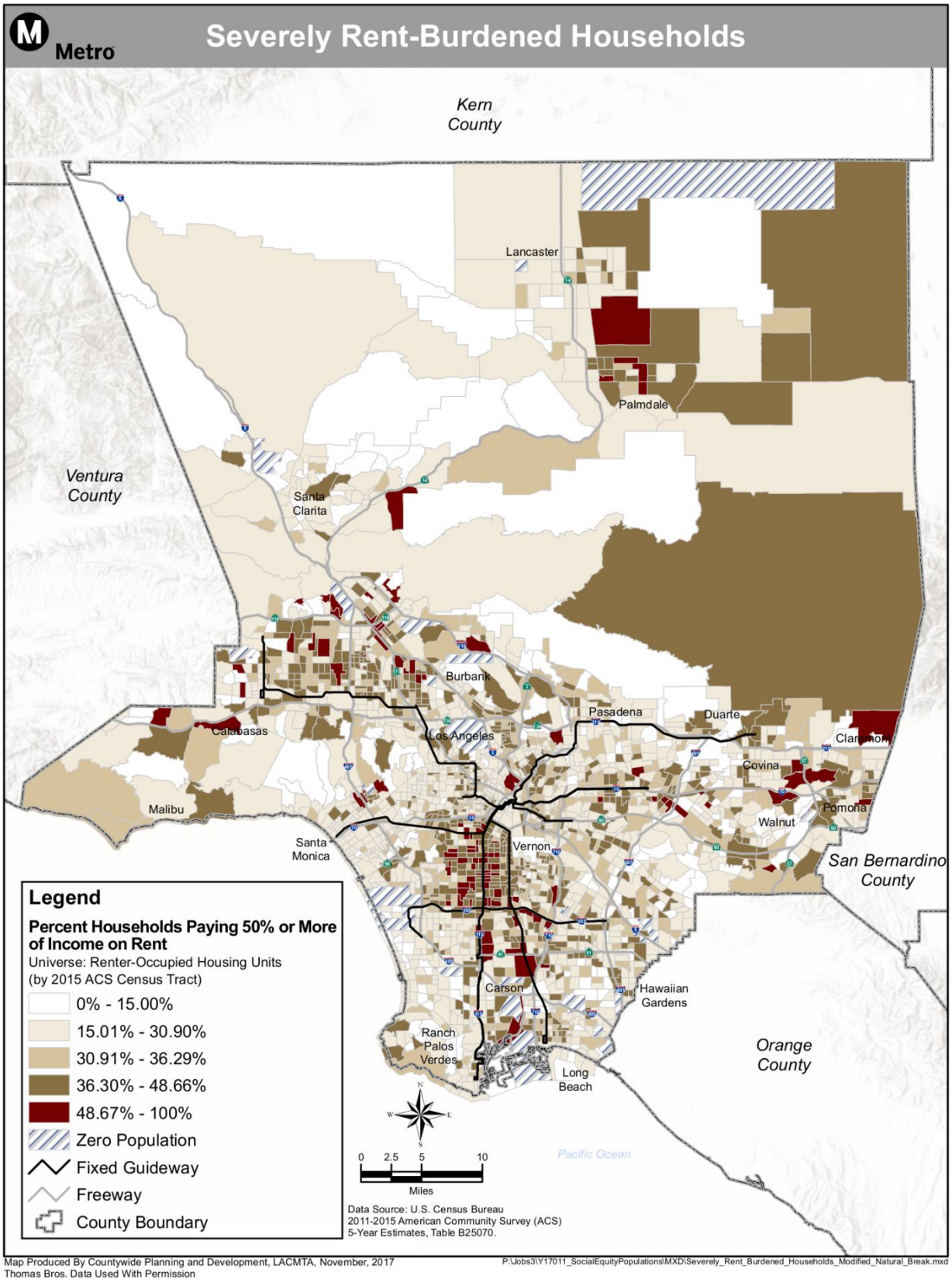
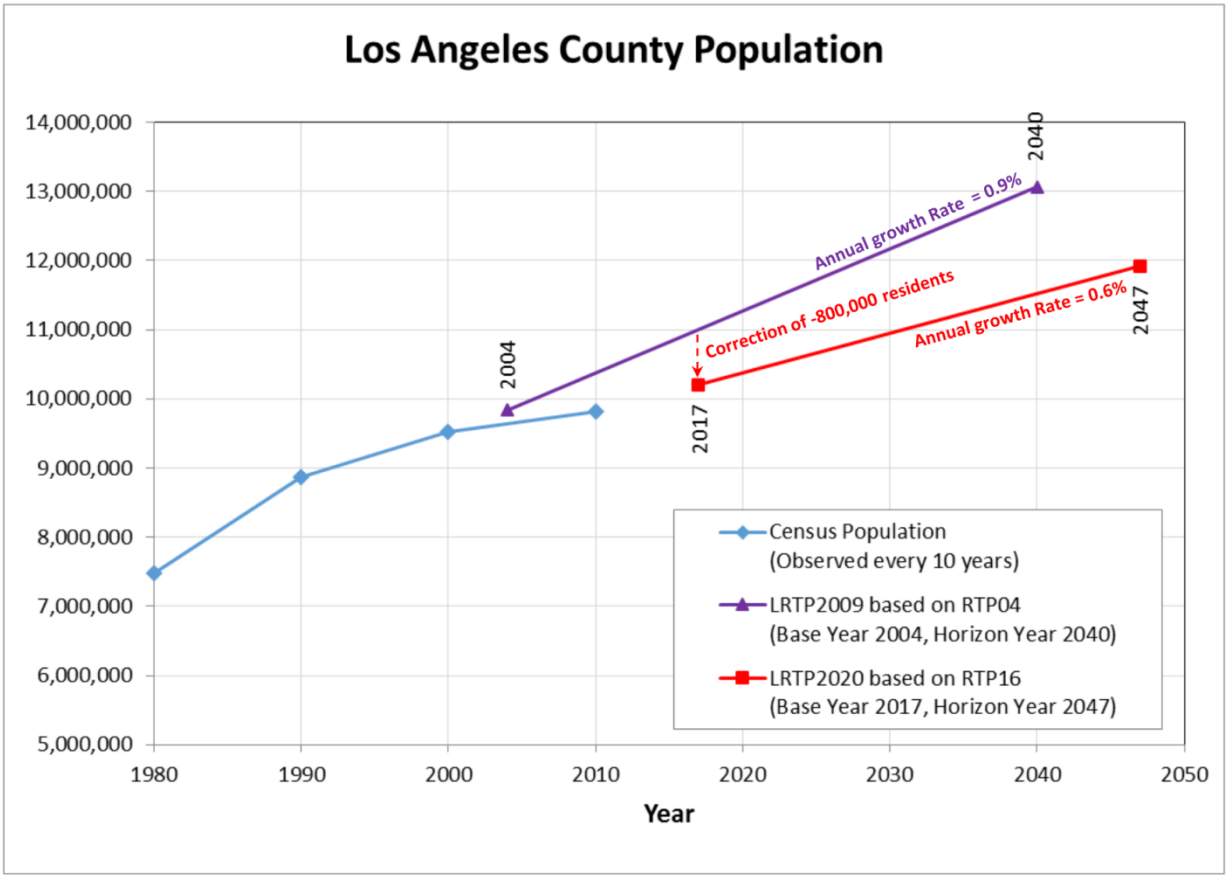


Figure 3-5. Rent-Burdened Population (2015)



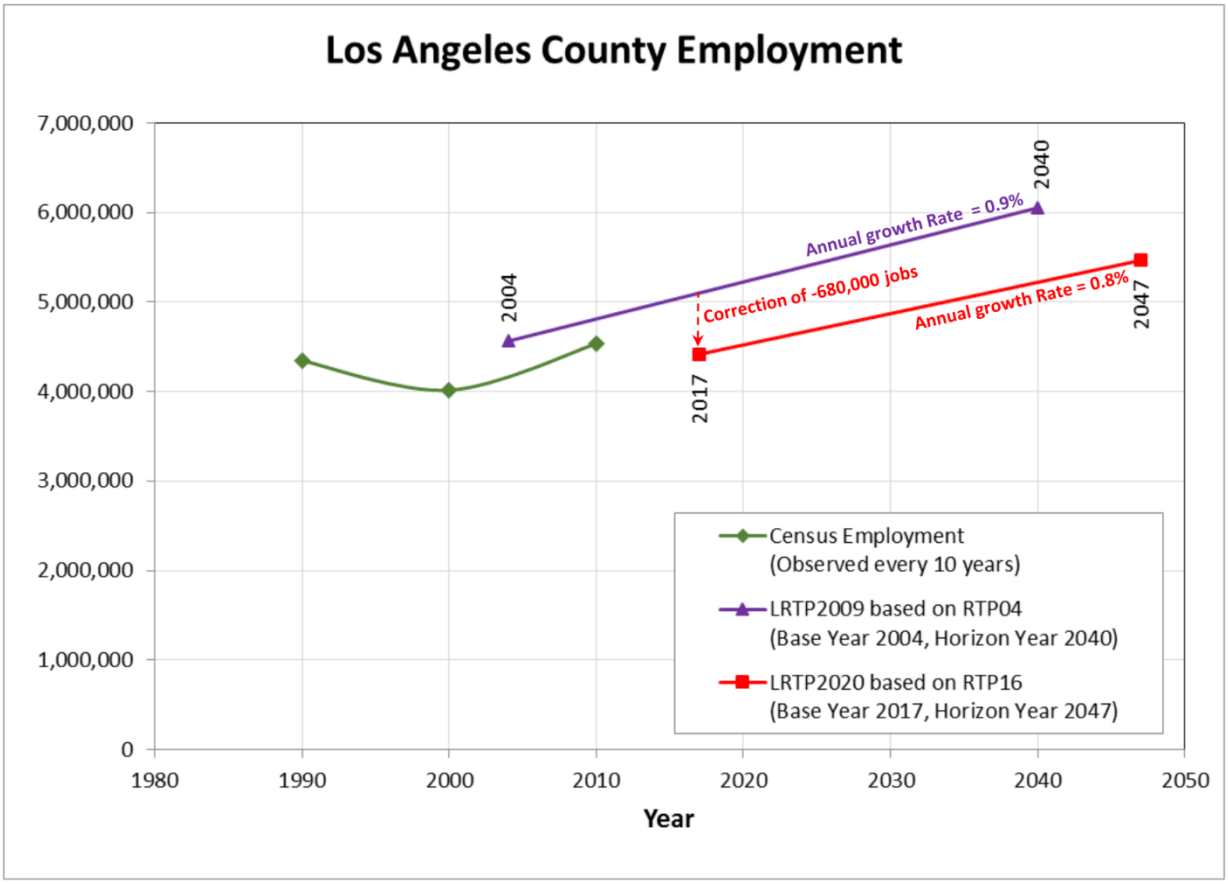
- Demographic Trends
  - Historic Forecast Adjustments
    - Past SCAG forecasts were adjusted following the Recession
    - Current population is approximately 800,000 lower than projected (Figure 3-6)
    - Current jobs are approximately 680,000 lower (Figure 3-7)

Figure 3-6. Population Projection



Notes:
1. LRTP 2009 was based on SCAG 2004 RTP, whereas LRTP 2020 is based on SCAG 2016 RTP. The latter has applied 800,000 population correction to base year 2017, and a more conservative annual growth rate of 0.3% in the next 30 years.

Figure 3-7. Employment Projection

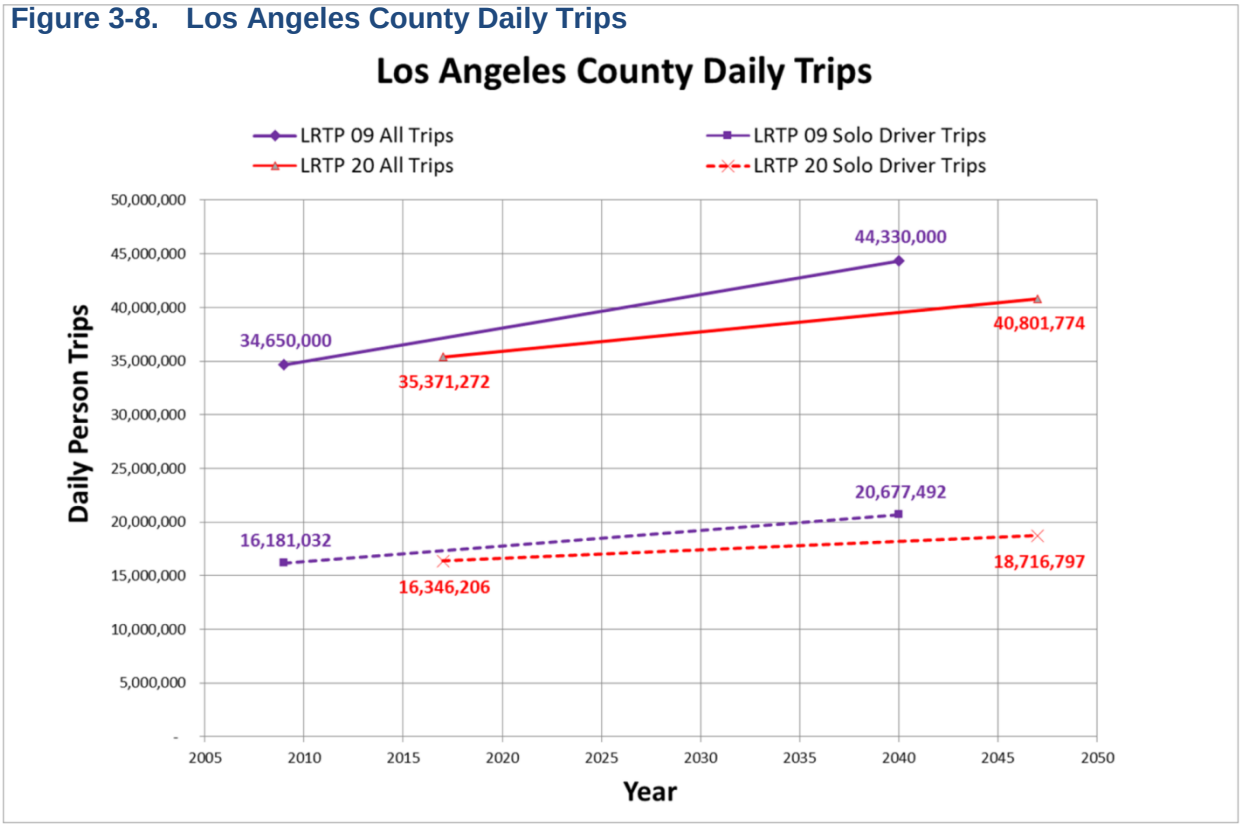


Notes:
1. LRTP 2009 was based on SCAG 2004 RTP, whereas LRTP 2020 is based on SCAG 2016 RTP. The latter has applied 680,000 job correction to base year 2017, and a more conservative annual growth rate of 0.8% in the next 30 years.

- Population and economic shifts (see Appendix 3A)
  - Homeless
  - Birth rate decrease
  - Work from home and other mode choices
  - Immigration
  - Other

- How does this affect our Ridership?
  - LA County Daily Trips (Figure 3-8)
  - Metro ridership demographics (see Appendix 3B)
    - Rail versus bus demographics – who precisely is riding each mode?
    - Customer satisfaction survey responses
  - Other Trip and travel mode information

Figure 3-8. Los Angeles County Daily Trips

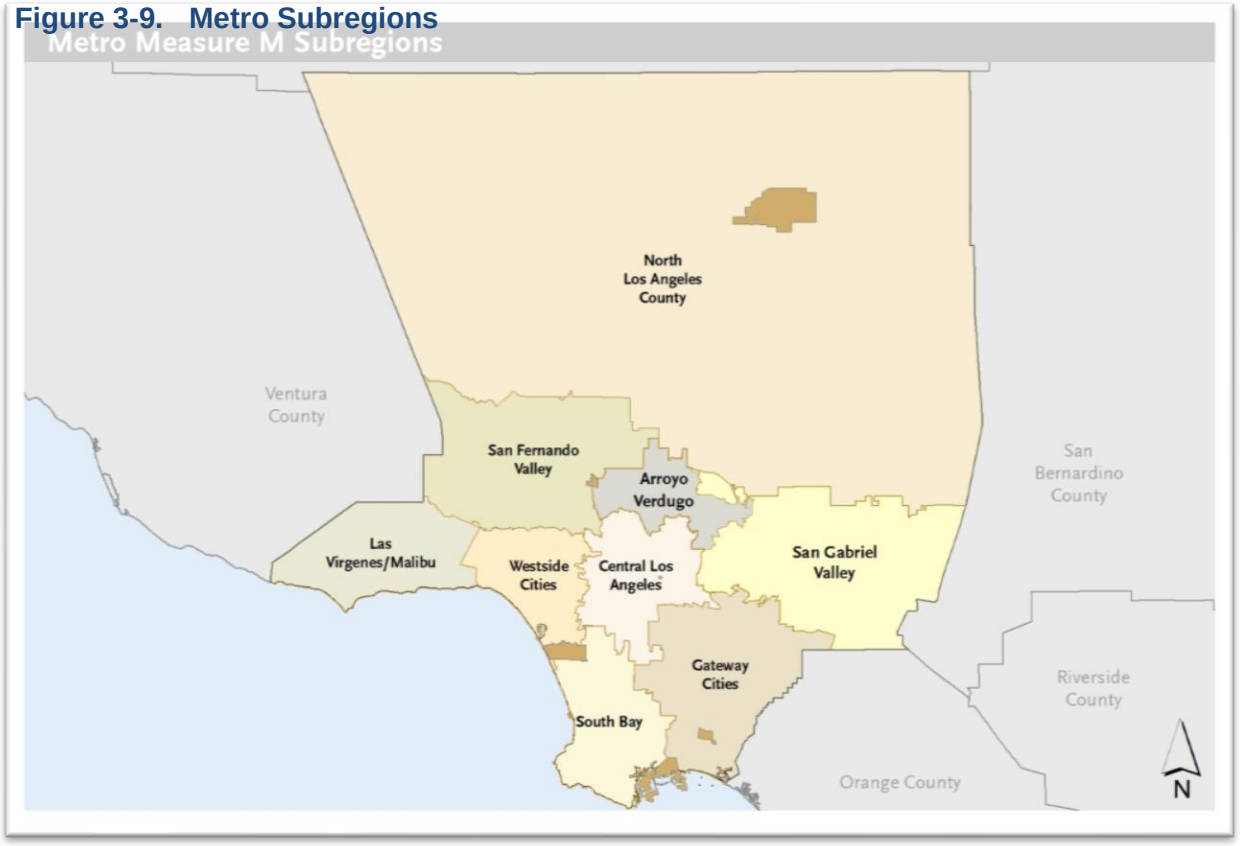


How do we subdivide the county for LRTP purposes?

Metro Subregions (Figure 3-9)

- Established for plan analysis purposes;
- Subregions self-select their groupings and changed for Measure M;
- No specific boundary requirements; and
- SCAG has different subregions because they conduct different analyses.

Figure 3-9. Metro Subregions



Subregional Detail

- Detailed demographic information and travel analysis for each of the nine subregions is included as Appendix 3C to this chapter. The following information is provided for each area:
  - Intro
    a. List of jurisdictions, geography, locations
    b. population and employment by jurisdictions
    c. median household income
    d. highway facilities, transit services
  - Land Use
    a. Discussion by land use types
    b. Discussion by jurisdictions
  - Travel Demand Factors
    a. Population density by jurisdictions
    b. Employment density by jurisdictions
    c. Trip density by jurisdictions
    d. Employment Centers (based on 2010 census)
  - Transit Dependent Communities
    a. Zero-car ownership
    b. Low income households
    c. Senior Citizens with medium-low income
    d. Transit Dependent Population

- Traffic Congestion
  a. AM and Midday traffic volumes
  b. AM and Midday traffic speeds

Travel Demand Model

The Metro Travel Demand Model analyzes average daily travel using eight major groupings: four trip purposes by two time periods. The four major travel purposes are:

Home-Based-Work (HBW);
Home-Based-University (HBU);
Home-Based-Other (HBO); and
Non-Home Based (NHB).

These purposes are further separated into travel during two time periods:

Peak (6AM to 9AM and 3PM to 7PM); and
Off-Peak (9AM to 3PM and 7PM to 6AM).

Of the purposes described above, the Peak Home-Based-Work is the most illustrative, as it reflects the general trend of travel in the AM rush hour and is indicative of the primary transit market. Appendix 3D presents the 2017 Peak Period Home-Based-Work trip exchange flows between the 9 Los Angeles County Sub-Regions.

2. How do we serve our communities?

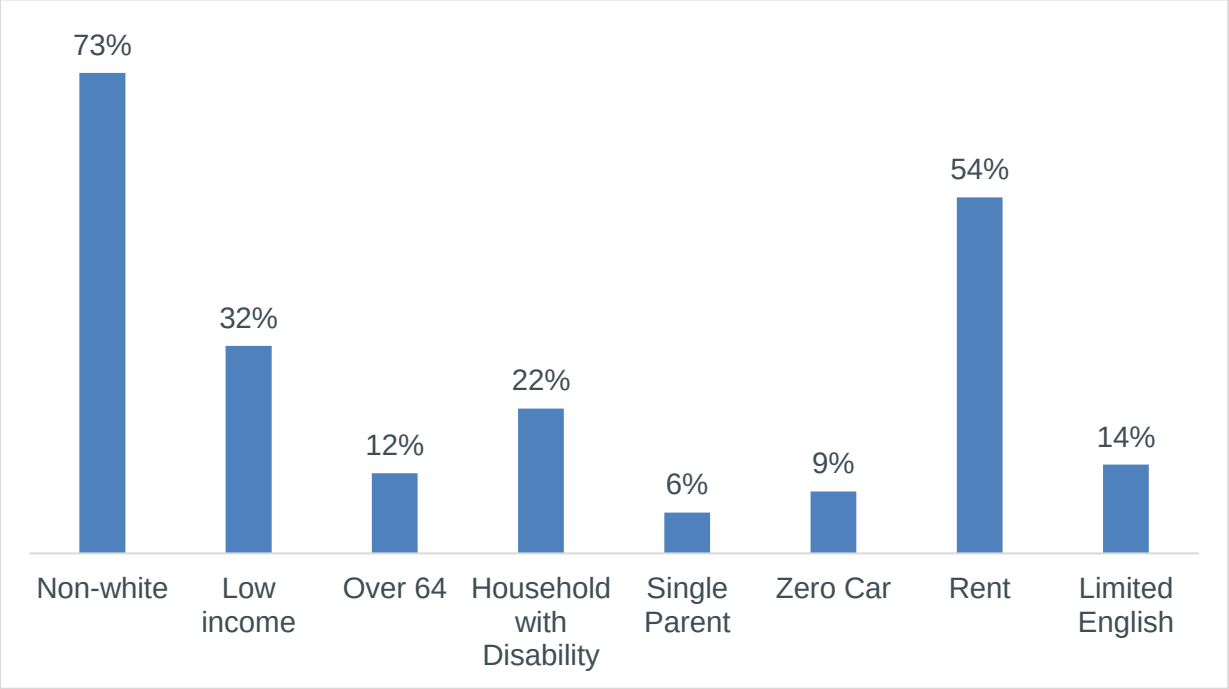
Understanding the commonalities and the differences in the Communities we serve.

Equity Lens on LA County Demographics

Research shows that tying personal well-being to demographic factors and locational geography can be used to develop a tool to identify priorities and track progress over time (e.g., *A Portrait of Los Angeles County*, Measure of America of the Social Science Research Council). Metro can use this tool to allocate transportation resources to a community based on need.

To understand the demographic backdrop in LA County, we identified the percent of the population with a variety of factors. Figure 3-10 shows LA County demographics with respect to each demographic factor. As of 2016, the LA County population was over 10 million with more than 3.2 million households. LA County is a “majority minority” county, with 73 percent of the population identifying as non-white. Nearly one third of LA County households earn less than $35,000 annually. The $35,000 annual income threshold is 60 percent of area median income and 140 percent of the federal poverty level. Notably, more than half of households are renters, nearly a quarter of households have at least one person with a disability, and nearly 10% of households own no car.

Figure 3-10. LA County Demographic Details as a Percentage of Total Population, 2016



Geographically, low-income, non-white, and zero-car populations are concentrated in certain regions. The highest concentrations of low-income households are located near Downtown, South LA, and portions of the Gateway Cities, San Fernando Valley, and North County (Figure 3-4). The highest concentrations of non-white residents are clustered in similar areas, with the addition of much of the San Gabriel Valley (Figure 3-2).

Inequity

Intuitively, the disparate conditions and demographics lead to uneven distribution of resources and gaps in access to opportunity within the County.

<u>How has inequity shaped our communities?</u>

- Redlining
- Gentrification and Urban Displacement
- Opportunity Gaps

<u>How has Metro addressed inequity in the past?</u>

- Title VI – prohibits discrimination on race, color, etc.
- Expanding programs to serve the most disadvantaged
    - Low Income Fare and other subsidy programs
    - Sustainability programs (e.g., clean air buses to address health concerns, etc.)
- Equity Platform – See Values Framework

Equity Baseline Next Steps

Equity is difficult to measure because it means different things to different people. In order to measure the performance of transportation plans or projects, inequity is easier to quantify. Performance will flow from the needs and wants of the communities, as identified by public engagement and other policy considerations. A full discussion on equity and performance measures is presented in the Values Chapter.

3. What are the needs and wants of our communities?

LRTP outreach is exploring this question. This area will support what is working and what is not working. In order to assess community needs we engage stakeholders throughout the County. The LRTP will have to address the needs as identified by the communities, as well as the scale, scope and location of the needs. The following Public Engagement effort is ongoing:

Outreach conducted

- Online surveys, polls, questionnaires
- Onboard surveys
- Workshops and working groups
- Innovative public engagement events

What are LRTP public engagement efforts?

- PAC
- Concurrent Metro studies engagement (i.e. NextGen Study)
- LRTP Survey

What are our communities saying?

The following areas were identified as the most frequent focus areas for future transportation related investment:

- Better transit (more frequent, secure, reliable, better customer experience, etc.)
- Less congestion (options to bypass traffic, better traffic flow, and improved travel times)
- More Affordable (improved/affordable access to housing, jobs and more)
- Innovative Mobility Choices (mobility services, apps and other innovations)
- Safer/Complete Streets (better roadways, including greener, rolling, walking, etc.)

3.2 Understanding our Partners

1. Who are our Partners?

What do we mean by a partnership?
A working definition of a partnership is "a collaborative relationship between entities to work toward shared objectives through a mutually agreed upon division of labor." This section introduces the idea of a partnership as context to better understand Metro's interdependence with its partners.

Inventory Partners by Category
Inventory is a sampling of key partners but is not exhaustive.

- Community Based Organizations
- Non-profits
- Private Sector Organizations (Innovators, economic development, business community, private transportation providers both goods movement and service providers)
- Government Agencies:
  - Municipal Operators
  - Cities
  - County
  - SCAG
  - State
  - Federal

PAC

- Roles and responsibilities
- Membership
  - Consumers
  - Providers
  - Jurisdictions

2. Why does Metro partner?

Metro's Vision 2028 Strategic Plan sets a goal to transform Los Angeles County through regional collaboration and national leadership. While only a portion of the needs identified by the communities throughout LA County can be addressed directly by Metro alone, the LRTP identifies those partners who can also assist in meeting these needs. Metro's Strategic Plan acknowledges that while Metro own and operate significant components of the County's transportation system, the remaining elements, particularly street and highways, are governed by other jurisdictions. While Metro does not direct the actions of its partners, Metro does distribute a substantial portion of the County's transportation funds to these organizations. In this capacity, Metro can provide incentives for partner organizations to help in addressing the mobility needs identified.

Metro funds allocated to our partners include:

- Transportation Sales Taxes: Local Return
  - Program derives from the four half-cent sales tax that Metro placed where funds will be re-allocated back to the county's local governments to address specific transportation needs of each jurisdiction

- Measure M: Multi-year Subregional Program
    - Intended to provide sub-regions flexibility in using fund allocated through Measure M to develop a five-year program of projects. Requirements include community engagement, performance metrics, MSP nexus discussion, and mobility matrices.

What are the different forms that partnerships can take?
Here a brief exploration of the universe of partnerships is offered, informal and formal, voluntary and obligatory. This section will not be exhaustive but offer insight into a typology of partnerships including:

- Compliance
- Mutual-aid
- Collaboration
- Information sharing
- Public-private
- Interdisciplinary
- Donor/recipient
- Funding alliances
- Cost-sharing

Metro is an interdependent agency

Metro does not operate in a vacuum but within and among cities and other agencies with varied, complex regulatory systems and infrastructure in shared public spaces. Not only does Metro share this responsibility in terms of daily operations, planning, funding, constructing, compliance, etc.

What is under Metro's control/authority?
See Metro's statutory authority in Orientation and Context chapter.

What guides our relationship with our partners?
Our relationship with our partners will be guided by Goal 4 of the Vision 2028 Strategic Plan: Transform LA County through regional collaboration and national leadership

Summary of Strategic Plan Principles of partnerships

- Trust
- Encourage
- Lead
- Work to advance mobility goals
- Incentivize
- Collaborate to achieve co-benefits
- Legislative Advocacy

See Vision 2028 Action Matrix for partnership goals, objectives and plans.

What is outside our scope? Who are the partners that influence outcomes in the transportation space?

Opportunity to briefly explain how other disciplines and public sectors intersect with transportation: land use, housing, public right of way, local connections, urban design, healthy communities etc.

3. What are the wants/needs/requirements of our partners?

Our partners represent every local agency in Los Angeles County where every neighborhood matters and all are working aggressively to provide opportunities for their residents and businesses to thrive. Our partners have acknowledged that transportation is critical to facilitating the growth of their local economies and connecting residents to jobs. It is critical to ensure that the plans for the region's transportation infrastructure is coordinated and aligned

See Appendix 3C for a detailed description of the Travel Demand by Subregion

4. Partner Plan Inventory

How do the plans of our partners relate to the LRTP?

As part of the effort to develop a comprehensive baseline we contacted the 89 jurisdictions (including local governments, Council of Governments and municipal transit operators) in the County to self-identify the adopted plans and policies that are most important to their organization. The plans and policies of our partners help define the universe of possibilities across the County. This section sets the stage for stating shared goals/values in how we collaborate with partners prospectively.

What are our shared values?

- Conflicts
- Consistencies
- Opportunities

Attachment B

http://libraryarchives.metro.net/DB_Attachments/2018-0819_Attachment_B_Baseline_Appendix.pdf

LONG RANGE TRANSPORTATION PLAN: VALUES
(DRAFT FRAMEWORK)

1. What is the Values chapter?

- This section presents the statement of values that influence/guide the LRTP's policy and investment decisions.

  Those principles, norms and cultural values include the four Guiding Principles developed at the onset of the LRTP Update process, which serve as requirements for the LRTP approach and outcomes:
  - Public engagement and analytical rigor—undertaking broad and strategic public engagement is vital to creating a plan that reflects our diverse public and stakeholders, necessitating that decision-making be guided by the input received, along with strong technical work to illustrate a range of possible futures and corresponding outcomes;
  - Equity, environment and health—creating a comprehensive transportation plan enables mobility and access and therefore has a powerful role to play in promoting equity, enhancing the environment and improving public health, all of which would be instilled into every aspect of the LRTP;
  - Innovations, resiliency, and adaptability—reinforces the importance of a flexible and adaptable plan to address a range of innovations, which ensures that the plan can withstand these and other major changes, along with emphasizing the significance of maintaining a state of good repair and service; and
  - Financial discipline and economic development—stresses the need to balance building significant, new transportation facilities with assuring funding to maintain a high operating standard and state of good repair, and recognizes the fundamental role a holistic multi-modal transportation network has in facilitating economic prosperity.
    - ➢ The LRTP must be financially constrained per requirements for SCAG's RTP/SCS

2. What does this chapter address?

- Goals and Policies
  - Vision 2028 provides goals and outcomes
  - Unify past policies and future objectives
  - Require discretionary consistency
- Performance Metrics
  - Measurable
    - Evaluate existing conditions
    - Forecast future impacts
    - Function and implementation specific
- Past Performance Measure Adoption

- Measure M: Metro Board adopted a performance framework in December 2015 for all LRTP projects. Performance Metric themes include:
  - Mobility
  - Accessibility
  - Economy
  - Safety
  - Sustainability & Quality of Life

3. What are the Purposes of Values Driven Performance for the LRTP?

Values Driven Performance establishes a framework for developing the plan and monitoring the effectiveness of the implementation.

- *Address stated goals:* A performance measure may quantify, with a measurable result or score, a project's impact on vehicle miles traveled (VMT). However, a single number is not informative unless it is tied to an agency goal and objective. The goal and objective helps inform whether a positive or negative number is desired. Additionally, a target or criteria can help Metro determine how big of an impact is desired.

- *Focus on system-level impacts*. The framework is intended to serve as a systemwide sample of key performance indicators. It is not intended to be an exhaustive list of all measures of interest. Metro considers many additional variables when evaluating the performance of specific projects, programs, or modal interests.

- *Help Metro Track Progress*: Performance measures will help Metro in benchmarking systemic progress toward regional goals, providing transparency and accountability to taxpayers and regional stakeholders.

4. What do we mean by "performance?"

Performance measures, performance metrics, and criteria are often used interchangeably. While there is a lot of overlap, there are subtle but important differences:

Term	Definition	Example
Performance Measure	A quantifiable measure of impact	Vehicle miles traveled (VMT)
Performance Metric	The quantified value of the LRTP's impact	Recommended projects will decrease VMT by 3% compared to baseline
Criteria/Target	The threshold or standard level of performance the LRTP seeks to meet	A preferred scenario should decrease VMT by 5% compared to baseline

5. How is a Performance Framework structured?

LRTP performance framework is organized around goals (what do we want to achieve?), objectives (how do we address our goals?), and performance measures (how do we track and measure success?):

- **Goals** ("What do we want to achieve?") drawn from the service-oriented goals of *Vision 2028.*

- **Objectives** ("How should we address our goals?") drawn from public input gathered through the outreach phase of the LRTP, as well as objectives from countywide planning efforts, statutory requirements, and *Vision 2028* initiatives.

- **Performance Measures** ("How do we track and measure success?") drawn from *Vision 2028*, the US Department of Transportation's Transportation Performance Management rulemaking, Metro's the LRTP/Measure M Performance Framework, the *SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy*, and other Metro plans and programs.

6. What is the purpose of scenario testing and how does it use performance?

The primary purpose of scenario testing is to understand the benefits and drawbacks of each, in addition to identifying areas where more effort may be needed in future planning cycles to achieve ambitious targets. Evaluating combinations of different transportation investment alternatives, including alignment options with complementary land use growth patterns will assist policymakers, planners, and the public at large to make investment related decisions.

Scenarios considered:

- High-Frequency Transit
- Congestion Pricing, including mileage-based user fee, cordon pricing and corridor pricing
- Enhanced Active Transportation
- Innovative Transportation
- TOC Infill

7. What is Set Forth in the Metro Vision 2028 Strategic Plan?

- Metro's five vital and bold goals
    - Provide high-quality mobility options that enable people to spend less time traveling.
    - Deliver outstanding trip experiences for all users of the transportation system.
    - Enhance communities and lives through mobility and access to opportunity.
    - Transform LA County through regional collaboration and national leadership.
    - Provide responsive, accountable, and trustworthy governance within the Metro organization.
- Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.
- Metro's vision is composed of three elements:
    - Increased prosperity for all by removing mobility barriers;
    - Swift and easy mobility throughout LA County, anytime; and
    - Accommodating more trips through a variety of high-quality mobility options
- Action matrix identifies path forward toward implementation of Vision 2028:
    - Adopt performance metrics and incorporate them into practices at Metro
    - Develop performance metrics specific to the Bus Rapid Transit Vision and Principles Study
    - Build an asset management practice
    - Define guidelines for performance outcomes of full transportation network
    - Update performance measures related to security
    - Develop performance measurement/continuous improvement program related to customer satisfaction
    - Develop program of rigorous performance management and continuous improvement across Metro, including the allocation of staff and financial resources
    - Establish baseline for system performance

8. What role does Equity play in the Values Framework?

Metro introduced the Equity Platform in February 2018 as a basis to actively lead and partner in addressing and overcoming disparities in accessing opportunity. Metro has committed to incorporating equity principles into, and pursuing equitable outcomes emerging from, everything we do. The Equity Platform is comprised of four pillars:

- **Define and Measure**: define equity and develop performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro's actions;
- **Listen and Learn**: establish the crucial connection between Metro and the larger LA County community in carrying out the principles of the Platform;
- **Focus and Deliver**: implement actions and programs that carry out Equity Platform objectives and principles; and
- **Train and Grow**: recognize that significant commitments will be needed from within the Metro organization to understand, embrace and maximize equity advancements.

Implementation of the four Equity Platform pillars illustrates how values guide Metro, and will be ongoing.

The "Define and Measure" pillar embraces the key task of defining "equity" in the transportation realm — and where transportation intersects with other disciplines. This must be matched with performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro's actions. It is essential that equity definitions and metrics be done in a collaborative environment, to include those voices which may not have been previously sought at the forefront of Metro-driven decisions. Efforts include:

1. Work with the Policy Advisory Council (PAC) to define "opportunity gaps" —
2. Construct and apply equity-driven performance metrics in key Metro initiatives

In the meantime, include appropriate metrics in both the evaluation and recommendations of major initiatives.

The "Listen and Learn" pillar in the Equity Platform establishes the crucial connection between Metro and the larger Los Angeles County community in carrying out the principles of the Platform. The following elements have been initiated or are in progress:

1. Establish new partnerships with Community Based Organizations (CBOs).
2. Establish Equity Advisory avenues.

<u>Realizing Equity</u>

The "Focus and Deliver" pillar addresses the need to implement actions and programs that carry out Equity Platform objectives and principles. Examples of on-going and future initiatives include, but are not limited to:

- NextGen
- Women and Girls Governing Council:
- LRTP

- Disadvantaged Business Enterprise/Veterans Business Enterprise assistance
- Career Pathway initiatives, including the proposed Transportation School
- Explore other assistance to resource-challenged local jurisdictions in Los Angeles County,

The "Train and Grow" pillar recognizes that implementing the Equity Platform effectively will require significant commitments within the Metro organization to understand, embrace, and maximize equity advancements in the other pillars. Commitments include:

- Pursue senior-/executive-level training program in racial equity.
- Work with foundations on possible training/seminars geared to Metro-related focus areas.
- Host workshop on technical best practices for equity measurement and analysis.

9. What are the key issues influencing access to opportunity?

The framework explores the relationship between demographic factors (independent variable) and opportunity factors (dependent variable).

The Values Framework attempts to understand the correlation between opportunity gaps and demographic factors, to identify where in the county these communities are concentrated, as identified in the Baseline Understanding Framework.

	Demographics (Risk Factors)
Opportunity Factors (Outcomes)	• Are there gaps in outcomes? • If so, where are the disparities concentrated?

Equity Risk Factors

It is difficult to measure equity because it means different things to different people. Inequity, or gaps in opportunity, is easier to quantify. Demographic factors are important determinants of inequity in LA County and are identified in the table below.

Demographics (Risk Factors)
• Income (< $35,000 annually)
• Race (Non-white)
• Family structure (Single-parent household)
• Car ownership (Zero-car household)
• English speaking (Limited English household)
• Housing tenure (renter)

- Birthplace (Foreign-born)
- Age (Under 18 or over 65)
- Disability (Household with at least one person with a disability)
- Gender (Female)

Several of these demographic factors are more strongly correlated with low access to opportunity. Communities with the highest non-white, low-income and zero-car populations are at the greatest risk for overall lack of opportunity and, therefore, face the greatest inequities. These demographic factors are described in greater detail in the *Baseline Understanding* section.

Access to Opportunity

Opportunity Factors are outcomes that are affected by demographic factors. Data on Opportunity Factors can show the opportunity gaps that exist within various communities, which includes access differences, cost of living rates or other disproportionate impacts, as compared to the County average. Below is a list of Opportunity factors that could help identify communities with greater risk(s) and/or larger opportunity gaps, when looking at more specific metrics within each factor:

Opportunity Factors

- Jobs/Employment
- Housing
- Education
- Public Health
- Environment Quality
- Safety/Security

10. What Demographic Factors face the greatest opportunity challenges?

Each demographic factor is important to track over time, but some appear to be more strongly correlated with low access to opportunity. For example, neighborhood unemployment rates tend to increase as their concentrations of low-income, non-white, single parent, and renter populations increase. Overall, this analysis suggests that communities with the greatest risk for overall lack of opportunity are the highest concentrations of the following populations:

- **Low-income;**
- **Non-white; and**
- **Zero-car.**

Together, communities with large concentrations of low-income, non-white and zero-car households show opportunity gaps well over the county average. Note that many of the above demographic factors are correlated with one another, so by focusing specifically on these three factors, we capture larger concentrations of other demographic factors as well. Stakeholders on the PAC Equity Working Group agreed that these three demographic factors are critical to defining opportunity and identifying Equity Focus Communities (EFCs).

Figure 4-1 Concentration of Low-Income Households

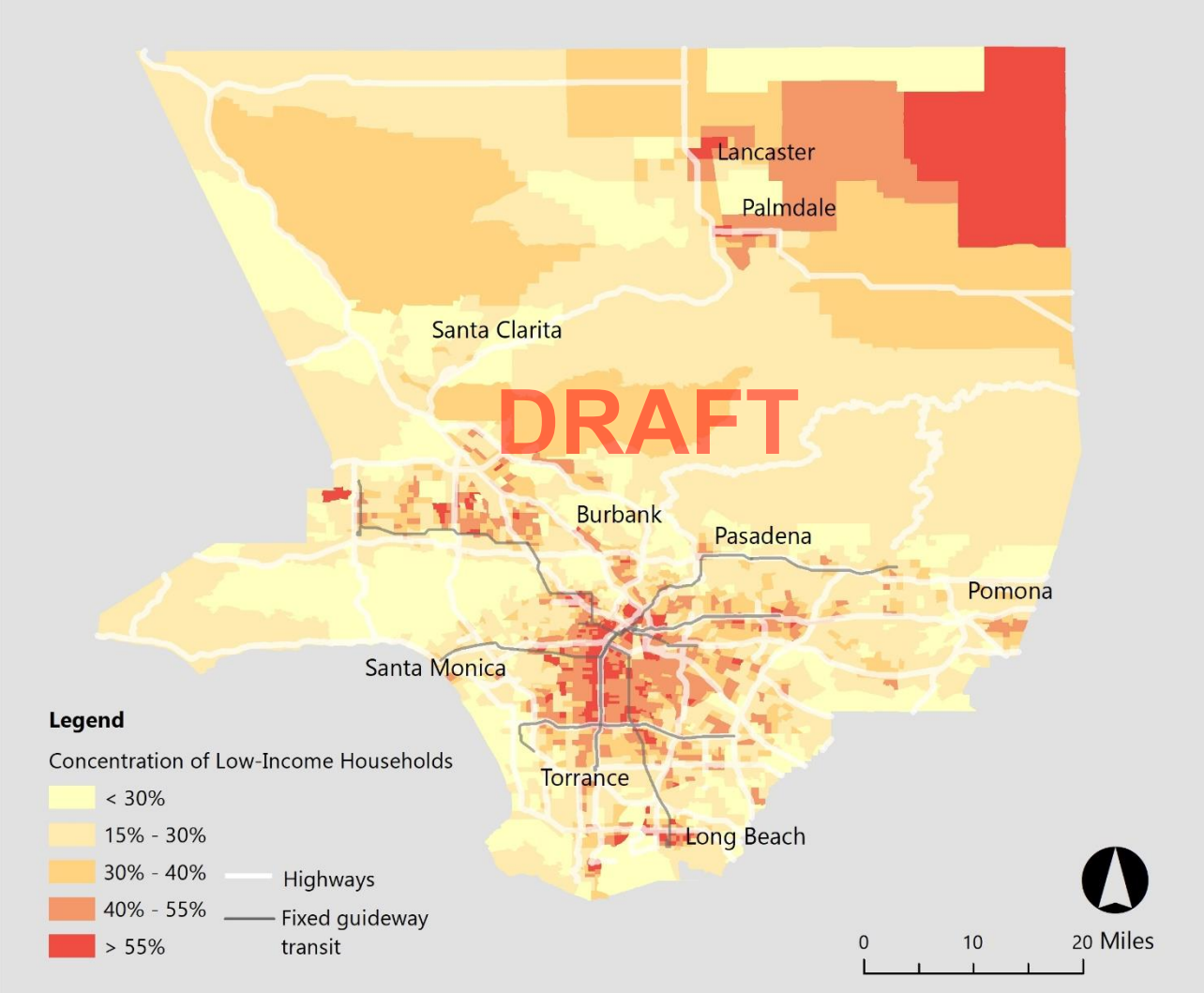


Figure 4-2 Concentration of Non-White Population

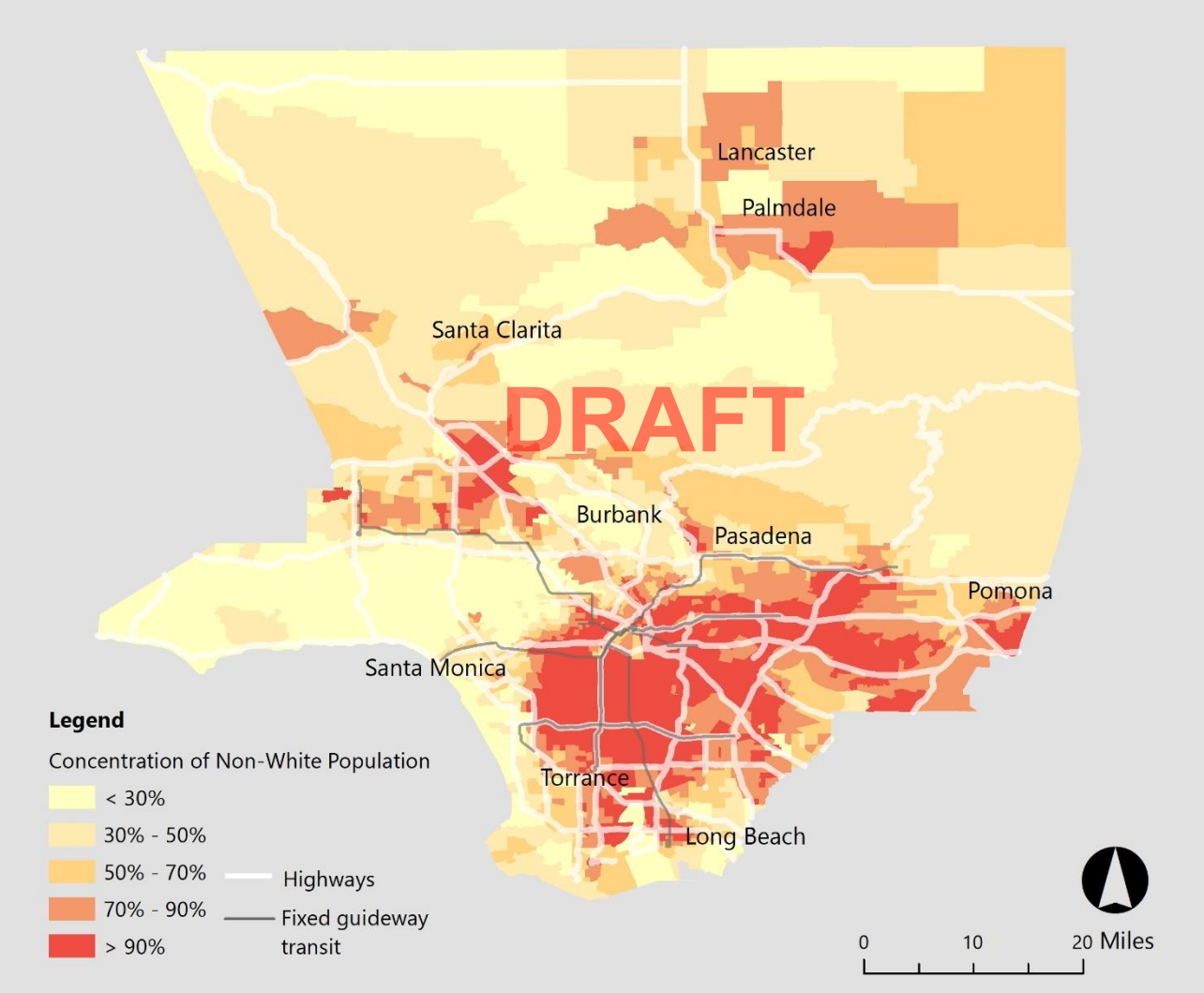
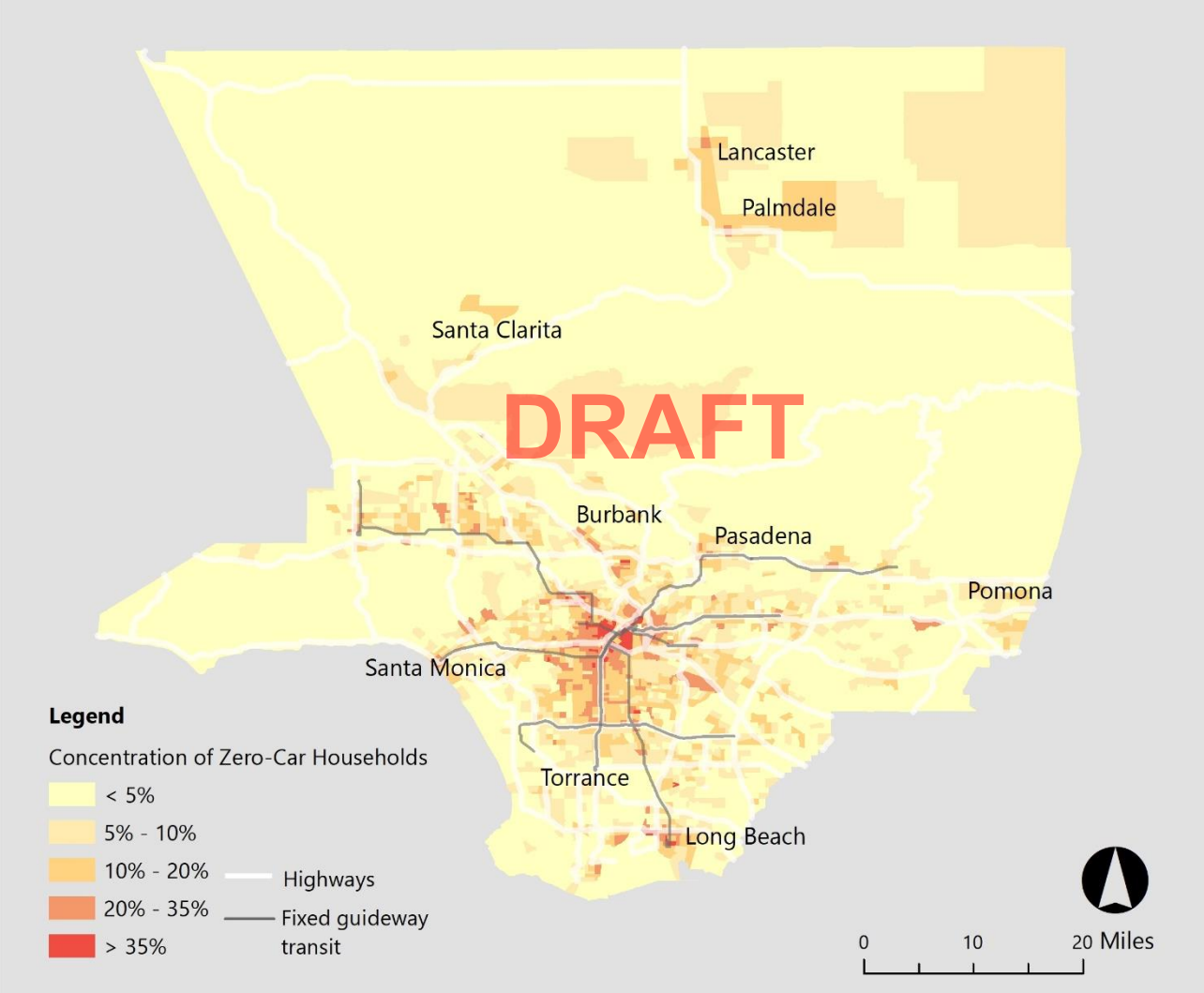


Figure 4-3 Concentration of Zero-Car Households



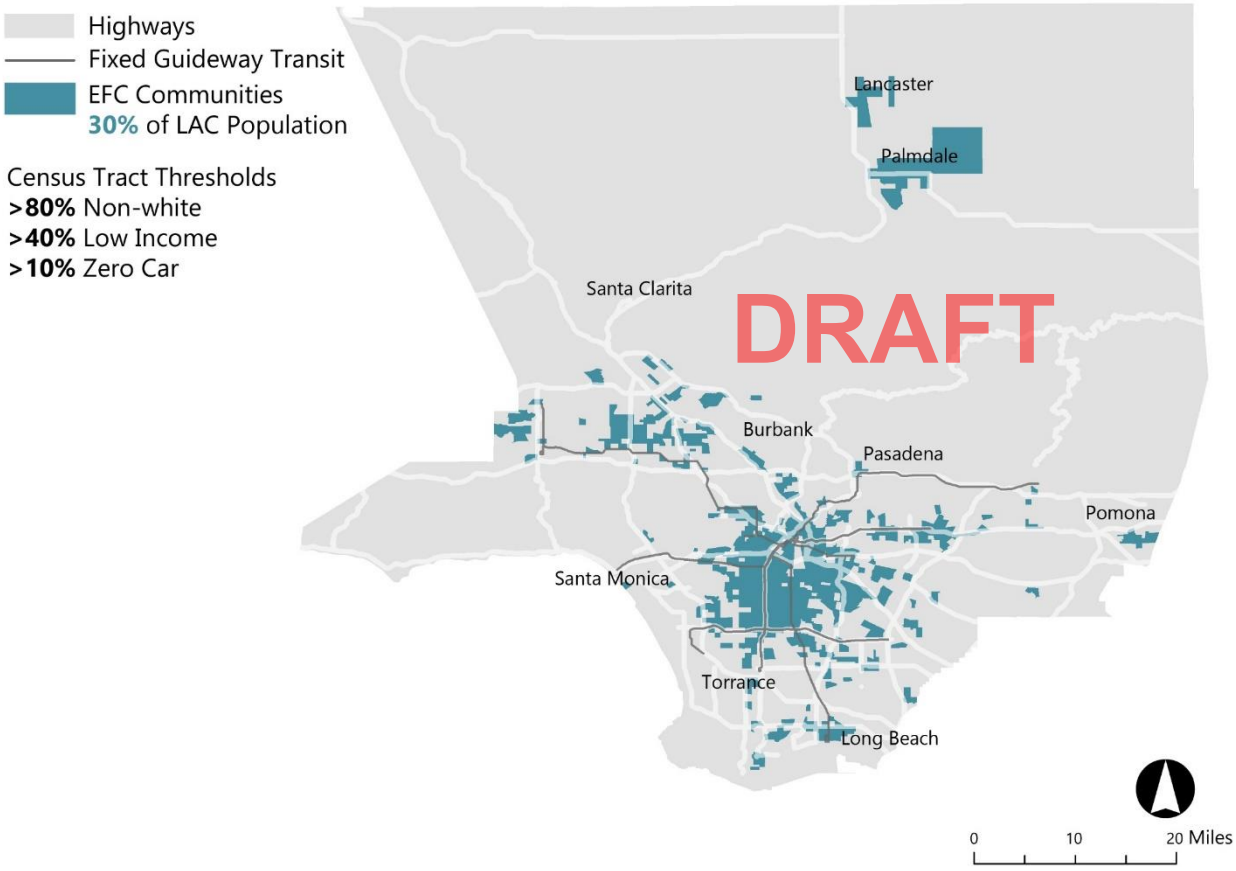
Equity Focus Communities (EFCs)

Equity focus communities (EFCs) are those communities most heavily impacted by gaps in inequity throughout the County. The transportation performance of EFCs can be evaluated by setting a threshold of census tracts in the County. A 30% threshold was presented to PAC and is presented as a draft in Figure 4. The 30% threshold represents approximately 3 million people in LA County and is distinguished by:

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

Most of the other demographic factors are strongly correlated with these three factors.

Figure 4-4 Equity-Focus Communities



11. Why develop consensus for LRTP Performance Measures?

Consensus is a necessary element for the LRTP, to be able to reflect the priorities of the community and support attainment of desired performance outcomes for the multimodal transportation system. Public engagement for the LRTP will include stakeholder feedback on the Values, including the performance measures.

Metro is working internally and externally to build consensus on performance for the updated LRTP. When complete, this section of the LRTP will deliver the following:

- Establish overall performance measures that measure and forecast the impacts (positive and negative) for transportation investments;
- Establish an evaluation of the existing transportation network, utilizing the same performance criteria;
- Define Equity for purposes of the LRTP, and for project specific purposes; and
- Identify which performance impacts are Metro controlled, and which are partnership-driven.

Performance measures serve as a basis for comparing alternative improvement strategies and for tracking performance over time. The selection of performance measures is a critical selection that will guide future policies and investment strategies. Therefore, the Metro Board must adopt and embrace the performance measures, as part of the LRTP update, to align Board adopted goals with stakeholder priorities.

Draft Performance Measures

A draft performance framework was shared with PAC in April. The framework included each of the five Vision 2028 goals, system performance objectives, and draft performance measures as displayed below in Figure 5.

Performance measures specific to EFCs are identified in Goal 3 (Enhance communities and lives through mobility and access to opportunity), Performance Objective 5 (Promote access to opportunity in Equity Focus Communities).

Figure 5. Draft Performance Measures

Vision 2028 Goals	#	System Performance Objectives	DRAFT Performance Measures
Goal 1: Provide high-quality mobility options that enable people to spend less time traveling	1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode
			Travel time reliability by mode
	2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality transit
			Transit competitiveness (vs. driving) in key travel markets
			Person travel hours in non-SOV modes
			Active transportation mode share
Goal 2: Deliver outstanding trip experiences for all users of the transportation system	3	Improve transportation system safety and security	Collisions by mode by severity
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit
			Part I & II crimes reported on Metro transit system
	4	Maintain a high level of customer satisfaction	Customer satisfaction with Metro bus, rail, and Express Lanes systems
Goal 3: Enhance communities and lives through mobility and access to opportunity	5	Promote access to opportunity in Equity Focus Communities	Travel time by mode in EFCs
			Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit
			Collisions by mode and severity in EFCs
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs
			Affordable housing within ½ mile of high quality transit in EFCs
			Percent of household income spent on combined transportation and housing costs in EFCs
			Air quality pollutants in EFCs
			Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit
			Percent of roads and highway bridges in good and fair condition in EFCs
	6	Reduce household costs spent on transportation and housing	Affordable housing within ½ mile of high quality transit
			Percent of household income spent on combined transportation and housing costs
	7	Promote economic vitality	Jobs within 1/2 mile of high quality transit
			Regional economic growth attributable to transportation investments
			Regional jobs attributable to transportation investments
	8	Improve environmental	GHG emissions

		quality and resilience	Air quality pollutants
	9	Enhance public health and quality of life	Percent of activity centers within 10-minute walk or roll of high quality transit
			Active transportation mode share
Goal 4: Transform LA County through regional collaboration and national leadership	10	Manage roadway congestion	Vehicle hours of delay per capita
			Vehicle miles traveled per capita
			Total person throughput
			Average roadway incident clearance time
	11	Increase share of travel by non-SOV modes	Annual transit trips
			SOV mode share
	12	Support efficient goods movement	Truck vehicle hours of delay
			Truck travel time reliability
Goal 5: Provide responsive, accountable, and trustworthy governance within Metro	13	Maintain a state of good repair of transportation assets	Percent of roads and highway bridges in good and fair condition
			Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life
	14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast
			Legal and policy reports issued on time

Appendix 4A includes draft performance metrics and data sources for the measures.

Appendix

4A. Proposed LRTP Performance Metrics

Vision 2028 Goals	#	System Performance Objectives	DRAFT Performance Measures	Performance Metric Description	Modes measured	Data Source
Goal 1: Provide high-quality mobility options that enable people to spend less time traveling	1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode	Average AM and Midday travel time (in minutes) by mode	auto, truck, rail, bus, bike, walk	Metro Travel Demand Model (2017)
			Travel time reliability by mode	% variation in AM and Midday travel time (in minutes) by mode	auto, truck, transit	Metro Arterial Performance Monitoring Tool Metro Service Planning and Analysis group
	2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality transit	Percent of households and jobs within 10-minute walk or roll of high-quality mobility options		Metro Service Planning Data; Metro Travel Demand Model (2017); US Census Bureau ACS (2017) and Census Transportation Planning Products
			Transit competitiveness (vs. driving) in key travel markets	Ratio of transit travel time to auto travel time between zonal pairs		Data from Metro NextGen Bus Study
			Person travel hours in non-SOV modes	Person travel hours for transit, HOV, bicycling, and walking	HOV, transit, biking, walking	Metro Travel Demand Model (2017)
			Active transportation mode share	% of trips made by bicycle or walking	Bike, walk	California Household Travel Survey (2012); National Household Travel Survey (2017); US Census Bureau ACS (2017)
Goal 2: Deliver outstanding trip experiences for all users of the transportation system	3	Improve transportation system safety and security	Collisions by mode by severity	Number of fatal and severe collisions involving autos, trucks, bicycles, and pedestrians	auto, bike, walk, truck	Statewide Integrated Traffic Records System (SWITRS)
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit	Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit		Metro GIS data (2018); LA County Dept. of Parks and Rec.

			Part I & II crimes reported on Metro transit system	Part I & II crimes reported on Metro transit system		LA Police Dept; LA Sheriffs Dept.; Long Beach Police Dept.
	4	Maintain a high level of customer satisfaction	Customer satisfaction with Metro bus, rail, and Express Lanes systems	Customer satisfaction with Metro bus, rail, and Express Lanes systems	Bus, Rail, HOV/ Express Lanes	Metro Customer Satisfaction Survey
Goal 3: Enhance communities and lives through mobility and access to opportunity	5	Promote access to opportunity in Equity Focus Communities	Travel time by mode in EFCs	Average AM and Midday travel time (in minutes) by mode for trips originating in EFCs	SOV, HOV, truck, transit, bike, walk	Metro Travel Demand Model (2017)
			Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit	Percent of Equity Focus Community (EFC) households within 10-minute walk or roll of high quality transit		Metro Service Planning Data; Metro Travel Demand Model (2017); US Census Bureau ACS (2017) and Census Transportation Planning Products
			Collisions by mode and severity in EFCs	Number of fatal and severe collisions located in EFCs involving autos, trucks, bicycles, and pedestrians	SOV, HOV, truck, transit, bike, walk	Statewide Integrated Traffic Records System (SWITRS)
			Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs	Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs		Metro GIS data (2018); LA County Dept. of Parks and Rec.
			Affordable housing within ½ mile of high quality transit in EFCs	Federal, State, and County-Administered Affordable Housing Units in EFCS within 1/2 mile of high quality transit		California Housing Partnership Corporation - LA County Annual Housing Outcome Report (2018)

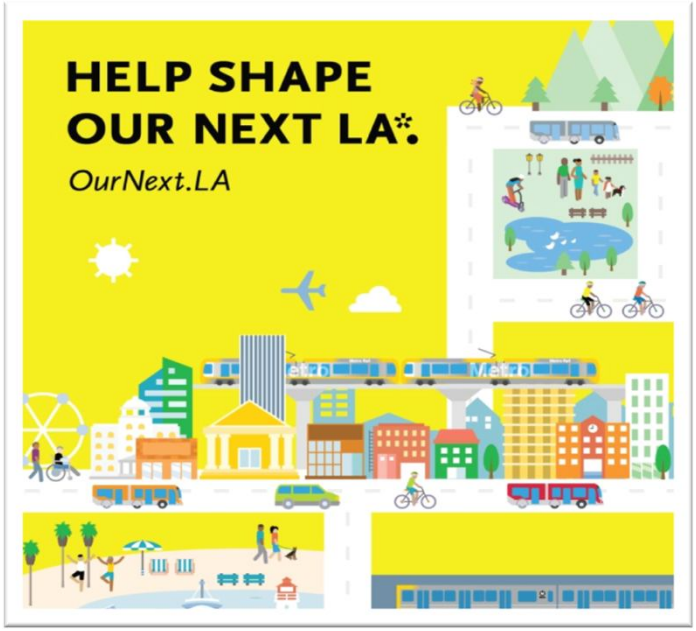
			Percent of household income spent on combined transportation and housing costs in EFCs	Percent of household income spent on combined transportation and housing costs in EFCs		US Census Bureau ACS (2017), Metro Travel Demand Model (2017)
			Air quality pollutants in EFCs	Grams of quality criteria pollutants in EFCs (Ozone, Particulate Matter, NO_x, SO_x, CO)		South Coast Air Quality Management District Metro Travel Demand Model & ARB EMFAC CalEnviroscreen (tract-level). EPA EJScreen.
			Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit	Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit		LA County Location Management System, Metro Travel Demand Model (2017)
			Percent of roads and highway bridges in good and fair condition in EFCs	Percent of roads and highway bridges in good and fair condition in EFCs		Pavement management system (Caltrans)
	6	Reduce household costs spent on transportation and housing	Affordable housing within ½ mile of high quality transit	Federal, State, and County-Administered Affordable Housing Units within 1/2 mile of high quality transit		California Housing Partnership Corporation - LA County Annual Housing Outcome Report (2018)
			Percent of household income spent on combined transportation and housing costs	Percent of household income spent on combined transportation and housing costs		US Census Bureau ACS (2017), Metro Travel Demand Model (2017)
	7	Promote economic vitality	Jobs within 1/2 mile of high quality transit	Jobs within 1/2 mile of high quality transit		US Census Bureau's: - Longitudinal Employer-Household Dynamics - Census Transportation Planning Products Metro Service Planning data

			Regional economic growth attributable to transportation investments	Regional economic growth attributable to transportation investments		Regional Economic Models Inc (REMI) TranSight
			Regional jobs attributable to transportation investments	Regional jobs attributable to transportation investments		Regional Economic Models Inc (REMI) TranSight
	8	Improve environmental quality and resilience	GHG emissions	Tons of carbon dioxide equivalent (CO_2e)		Metro Travel Demand Model and ARB EMFAC CalEnviroscreen (tract-level). EPA EJScreen.
			Air quality pollutants	Grams of quality criteria pollutants (Ozone, Particulate Matter, NO_x, SO_X, CO)		South Coast Air Quality Management District Metro Travel Demand Model and CARB's Emissions Factor Model (EMFAC) CalEnviroscreen (tract-level). EPA EJScreen.
	9	Enhance public health and quality of life	Percent of activity centers within 10-minute walk or roll of high quality transit	Percent of activity centers within 10-minute walk or roll of high quality transit		LA County Location Management System. Metro GIS data (2018), Metro Travel Demand Model (2017)
			Active transportation mode share	% of trips made by bicycle or walking	Bike, walk	California Household Travel Survey (2012) National Household Travel Survey (2017) US Census Bureau ACS (2017)
Goal 4: Transform LA County through regional collaboration and national leadership	10	Manage roadway congestion	Vehicle hours of delay per capita	Vehicle hours of delay per capita		Metro Travel Demand Model (2017)
			Vehicle miles traveled per capita	Vehicle miles traveled per capita		Metro Travel Demand Model (2017)
			Total person throughput	Total person throughput = (PMT/PHT) X (PMT/VMT)		Metro Travel Demand Model (2017)
			Average roadway incident clearance time	Average roadway incident clearance time		California Highway Patrol

	11	Increase share of travel by non-SOV modes	Annual transit trips	Annual transit trips		Metro Travel Demand Model (2017)
			SOV mode share	SOV mode share	SOV	Metro Travel Demand Model (2017) National Household Travel Survey (2017)
	12	Support efficient goods movement	Truck vehicle hours of delay	Truck vehicle hours of delay	Truck	Metro Travel Demand Model (2017)
			Truck travel time reliability	% variation in AM and Midday truck travel time (in minutes)	Truck	Metro Arterial Performance Monitoring Tool Metro Service Planning and Analysis group
Goal 5: Provide responsive, accountable, and trustworthy governance within Metro	13	Maintain a state of good repair of transportation assets	Percent of roads and highway bridges in good and fair condition	Percent of roads and highway bridges in good and fair condition		Caltrans Division of Maintenance Office of Pavement Management (PaveM); FHWA Highway Performance Monitoring System (HPMS)
			Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life		Metro Transit Asset Management (TAM) Plan
	14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast	% of projects delivered on-time and on-budget		Metro Office of Management and Budget, Metro Financial Forecast
			Legal and policy reports issued on time	Percent of legal and policy reports issued on time		Metro Office of Management and Budget, Management Audit Services Division (MASD)

Note: Metro's Office of Extraordinary Innovation is currently exploring the acquisition of big data sources. Any future big data acquisition will be used for validation of these metrics and may be incorporated into future methodologies and evaluations.

Long Range Transportation Plan Update



Planning & Programming Committee

Item 18

June 19, 2019

Metro

Baseline Understanding Framework

Baseline Understanding Framework Contains:

- Travel Demand Model 2
  Analysis of current travel patterns and other research for the existing system

- Communities
  Socio-demographic information/differences/trends about who Metro serves

- Partnerships
  Strategic plans and inter-agency efforts

Metro

Values Framework

Values Framework Contains:

- Discussion of values, guiding principles, objectives based on Vision 2028 goals
- Performance measures with equity specific performance
- **Equity Context using 1st Pillar of Equity Platform -**

  Define & Measure:

  Identify Equity Focus Communities (EFCs) & impacts of planned investments (EFC-specific & Countywide)
- Scenario testing (results TBD)

Metro

How do we define equity in the LRTP?

Potential Demographic Factors With Inequity Impacts	% Population
Income* (< $35,000 annually)	**32%**
Race*(Non-white)	**73%**
Family structure (Single-parent household)	6%
Car ownership* (Zero-car households)	**9%**
English speaking (Limited English household)	14%
Housing tenure (Renter)	54%
Senior (Over 65)	12%
Disability (Household with at least one person with a disability)	22%

***Demographic factors likely to be included in LRTP to identify EFCs**

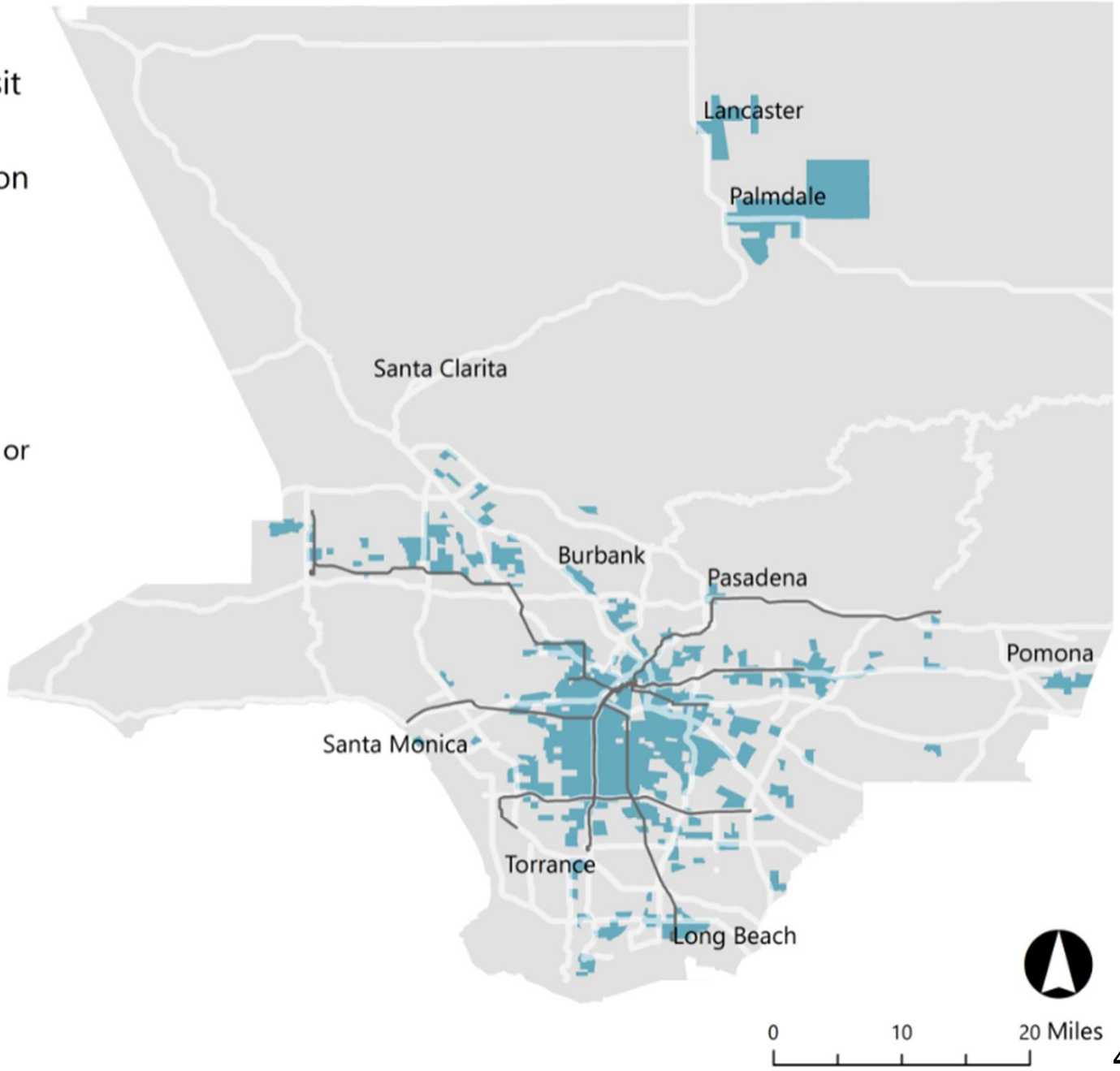
Metro

Proposed Scenario: 40% Low Income Concentration Threshold

Highways
Fixed guideway transit
EFC Communities
30% of LAC Population

Census Tract Thresholds
> 40% Low Income
> 80% Non-white
> 10% Zero Car

*Thresholds are based on:
1) Non-white AND Low Income, or
2) Low Income AND Zero Car



Guiding principles in developing the EFC scenario:

1. Capture a larger % of low income, non-white, and zero car households than the county average
2. Set thresholds for low income, non-white, and zero car households
3. Logic: must meet low-income and EITHER non-white OR zero-car thresholds.

Vision 2028: Goal 1

Provide high-quality mobility options that enable people to spend less time traveling

#	System Performance Objectives	DRAFT Performance Measures *Example*
1	Optimize the speed, reliability and performance of the transportation system	Travel time by mode
2	Provide high-quality mobility options for all	Percent of households and jobs within 10-minute walk or roll of high-quality mobility options

Metro

Vision 2028: Goal 2

Deliver outstanding trip experiences for all users of the transportation system

#	System Performance Objectives	DRAFT Performance Measures *Example*
3	Improve transportation system safety and security	Part I & II crimes reported on Metro transit system
4	Maintain a high level of customer satisfaction	Customer satisfaction with Metro bus, rail, and Express Lanes systems

Metro

Vision 2028: Goal 3

Enhance communities and lives through mobility and access to opportunity

#	System Performance Objectives	DRAFT Performance Measures *Examples*
5	Promote access to opportunity in Equity Focus Communities	Percent of EFC households within 10-minute walk or roll of high quality transit
		Percent of household income spent on combined transportation and housing costs in EFCs

Metro

Vision 2028: Goal 3

Enhance communities and lives through mobility and access to opportunity

#	System Performance Objectives	DRAFT Performance Measures *Example*
6	Reduced household costs spent on transportation and housing	Percent of household income spent on combined transportation and housing costs
7	Promote economic vitality	Regional jobs attributable to transportation investments
8	Improve environmental quality and resilience	Green House Gas emissions
9	Enhance public health and quality of life	Active transportation mode share

Metro

Vision 2028: Goal 4

Transform LA County through regional collaboration and national leadership

#	System Performance Objectives	DRAFT Performance Measures *Example*
10	Manage roadway congestion	Vehicle hours of delay per capita
11	Increase share of travel by non-SOV modes	Annual transit trips
12	Support efficient goods movement	Truck vehicle hours of delay

Metro

Vision 2028: Goal 5

Provide responsive, accountable, and trustworthy governance within Metro

#	System Performance Objectives	DRAFT Performance Measures *Example*
13	Maintain a state of good repair of transportation assets	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life
14	Ensure accountability through transparent reporting practices	Progress toward project completion compared to financial forecast

Metro

LRTP Update Schedule

- Scenario Testing — Fall 2019
- Draft LRTP to Board — Winter 2020
- Final LRTP Board Adoption — June 2020
- Public outreach program to support all activities in 2019 and 2020

Metro

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

Metro

Board Report

File #: 2019-0247, **File Type:** Informational Report **Agenda Number:** 19.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING AND DEVELOPMENT DEPARTMENT'S STRATEGIC PROJECTS AND PROGRAMS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Development (CPD) Department's Strategic Projects and Programs.

ISSUE

This item provides a snapshot of CPD's work program, with the status of key projects and programs that are pending or ongoing before the Board during the next 10 years in a dashboard format (Attachment A). To be provided on an approximately quarterly basis, the Dashboard is a simplified approach to communicating information to enhance transparency and accountability, along with providing a comprehensive context for informed decision-making.

BACKGROUND

CPD introduced its Fiscal Year (FY) 2018 work program and intent to provide periodic updates at the September 2017 Planning and Programming Committee meeting (Legistar File #2017-0565). As part of that report to the Board, an overview of CPD's core services was provided. The prior quarterly update was in January 2019 (Legistar File #2018-0761).

DISCUSSION

CPD is responsible for planning Los Angeles County's regional transit system and programming federal, state and local transportation funds for the county's transit system, highway program and locally-sponsored, regionally-significant projects for all modes of transportation and related programs. As such, it is at the forefront of many of Metro's planning and policy efforts, along with having a significant role in the implementation of those efforts through numerous programs. Direction and decisions on these significant policy and planning efforts come from the Metro Board of Directors.

The Dashboard summarizes the status of CPD's key projects and programs that are pending or anticipating action by the Board. These include the well-known capital projects in the Measure M

Expenditure Plan, policy initiatives, strategic financial planning and programming, mobility programs, and real estate stewardship. Most of the projects and programs on the Dashboard are led by CPD, while a few involve a support role, due to a transition of project leadership to Program Management through the project delivery lifecycle. CPD is currently developing a more robust Dashboard. As such, this version of the Dashboard should be viewed as an interim deliverable. This version has an improved graphic layout and aligns with the planning phases for capital projects provided to the Committee on April 17, 2019 (Legistar File No. 2019-0142).

Measure M capital projects (excluding highway projects) represent a significant area of work by CPD. Of the 20 major capital projects on the Dashboard, 14 are Measure M projects. CPD is meeting or exceeding the Measure M project schedules, as set forth in the Expenditure Plan for the ordinance. Seven of these Measure M projects are anticipated to be completed within the next 10 years; however, work is also advancing on the remaining seven projects that are scheduled for completion beyond the next decade. In addition, significant resources are being allocated to six projects that are not part of the Measure M Expenditure Plan, four of which currently have completion dates that are undefined due to funding uncertainties.

Consistency with Metro's Equity Platform Framework
The transparency and accountability inherent to the Dashboard facilitates access to information that supports engagement and decision-making. Access to information promotes access to opportunity, a fundamental principle of the Equity Platform Framework.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Dashboard is consistent with Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The Dashboard is transparent about CPD's work programs that are pending before the Board, which promotes accountability and trust in delivering public services.

NEXT STEPS

CPD will provide an update of the Dashboard approximately every quarter. Pending Board direction on the Twenty-Eight by '28 Initiative, anticipated in July 2019, the Dashboard may need to be updated. Of the Twenty-Eight by '28 projects, inclusive of pillar projects, this Dashboard only includes transit and active transportation projects.

ATTACHMENT

Attachment A - Countywide Planning & Development Dashboard

Prepared by: Brian Lam, Principal Transportation Planner, (213) 922-3077
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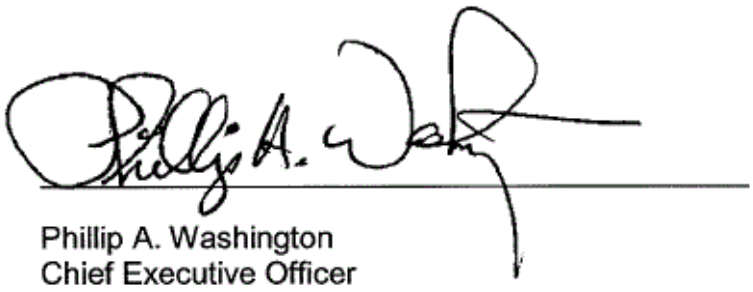
Manjeet Ranu, Senior Executive Officer, (213) 418-3157

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Countywide Planning & Development Projects and Programs Dashboard

Attachment A

Capital

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Planning Process Phase: Alternatives Analysis	Planning Process Phase: Draft Environmental	Planning Process Phase: Final Environmental	Next Board Date ▲ Sorted	Next Board Action
1	North San Fernando Valley BRT	▲	2019	2023	●			June 2019	> Receive Alternatives Analysis > Select Alternatives for environmental review
2	West Santa Ana Branch LRT - Segment 1	▲	2022	2028		●		July 2019	> Receive and File Milestone and Status Update > Authorize Contract Modification
3	West Santa Ana Branch LRT - Segment 2	△	2022	2041		●		July 2019	> Receive and File Milestone and Status Update > Authorize Contract Modification
4	East San Fernando Valley Transit Corridor LRT	▲	2021	2027			●	September 2019	> Certify Final Environmental Impact Report
5	LA River Path (central gap)	▲	2023	2025	●			Fall 2019	> Receive Conceptual Design Report > Select Alternatives for environmental review
6	Sepulveda Transit Corridor - Section 2	△	2024	2033	●			Fall 2019	> Receive Feasibility Study and Technical Compendium > Select Alternatives for environmental review
7	Sepulveda Transit Corridor - Section 3	■	2048	2057	●			Fall 2019	> Receive Feasibility Study and Technical Compendium
8	Crenshaw Northern Extension LRT	■	2041	2047	●			Fall 2019	> Receive Advanced Alternatives Screening Study > Select Alternatives for environmental review
9	Rio Hondo Confluence Station Feasibility Study	✖	2019	2022	●			Fall/Winter 2019	> Award Feasibility Study Contract
10	Green Line Extension to Torrance LRT	△	2026	2030		●		Winter 2019	> Award environmental and advanced conceptual design contract
11	Vermont Transit Corridor BRT	▲	2024	2028	●	●		Winter 2019	> Award Environmental Contract
12	Centinela Grade Separation LRT	✖	TBD	TBD	●			Summer 2020	> Accept findings of Feasibility Study and recommendation for next steps
13	Dodger Stadium Gondola (private proposal)	✖	TBD	TBD		●		Summer 2020	> Certify Environmental Impact Report
14	Rail-to-River ATC (Segment B)	✖	TBD	TBD	●			Fall 2020	> Receive Supplemental Alternatives Analysis > Select Revised Locally Preferred Alternative
15	New Bus Rapid Transit Corridors (Phase 1)	▲	2020	2022	●			Winter 2020	> TBD

Notes:
Groundbreaking and opening fiscal years have a three-year range.

▲ Indicates Twenty-Eight by '28 capital project (7 projects).

△ Indicates Measure M capital projects in the Twenty-Eight by '28 list with Measure M completion date beyond 2028; dates shown are Measure M Expenditure Plan dates (4 projects).

■ Indicates Measure M project not on Twenty-Eight by '28 list but is being studied faster than otherwise needed to meet Measure M schedule (3 projects).

✖ Indicates major capital project effort that is neither Measure M or in the LRTP (6 projects).

Capital

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Planning Process Phase: Alternatives Analysis	Planning Process Phase: Draft Environmental	Planning Process Phase: Final Environmental	Next Board Date ▲ Sorted	Next Board Action
16	Eastside Extension LRT - Corridor 1	△	2029	2035		●		Winter 2022	> Select Locally Preferred Alternative
17	Eastside Extension LRT - Corridor 2	■	2053	2057		●		Winter 2022	> Select Locally Preferred Alternative
18	North Hollywood - Pasadena BRT	▲	2020	2022		●		TBD	> Select Locally Preferred Alternative
19	Arts District/6TH Street Station HRT	✖	TBD	TBD		●		TBD	> Select Locally Preferred Alternative
20	LAUS Forecourt and Esplanade Improvements	✖	2021	2021/2022			●	TBD	> Construction Contract/Life of Project

Joint Development

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status: Development Programming	Status: ENA	Status: Ground Lease	Next Board Date ▲ Sorted	Next Board Action
21	Taylor Yard Lot 9 Joint Development		2022	2024			●	April 2019	> Board approved amended Ground Lease
22	1st/Lorena Joint Development		TBD	TBD		●		May 2019	> Extend Exclusive Negotiation Agreement
23	Division 6 (Venice Bus Yard)		2023	2024	●			June 2019	> Approve Development Guidelines
24	El Monte Joint Development		TBD	TBD	●			Fall 2019	> Exclusive Negotiation Agreement
25	Expo/Crenshaw Joint Development		2021	2023		●		Winter 2019	> Extend 14-month Exclusive Negotiation Agreement (Board updated March 2019)
26	North Hollywood Joint Development		2021	2028		●		Winter 2019	> Extend Exclusive Negotiation Agreement term
27	Little Tokyo/Arts District Joint Development		TBD	TBD	●			Winter 2019	> Authorize Exclusive Negotiation Agreement (Board update in June 2019)
28	Vermont/Santa Monica Joint Development		2021	2023		●		Spring 2020	> Authorize Joint Development Agreement
29	Mariachi Plaza Joint Development		2021	2023		●		Summer 2020	> Authorize Joint Development Agreement
30	Chavez/Fickett Joint Development		2022	2024		●		Summer 2020	> Authorize Joint Development Agreement and Ground Lease
31	1st/Soto Joint Development		2021	2022		●		Winter 2020	> Authorize Joint Development Agreement and Ground Lease
32	LAUS Master Commercial Development		TBD	TBD	●			FY 2021	> Authorize Exclusive Negotiation Agreement

Joint Development

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Status: Development Programming	Status: ENA	Status: Ground Lease	Next Board Date ▲ Sorted	Next Board Action
33	Unsolicited Proposal 1		2023	2025	●			TBD	> Authorize Exclusive Negotiation Agreement
34	Unsolicited Proposal 2		2023	2025	●			TBD	> Authorize Exclusive Negotiation Agreement
35	Chavez/Soto Joint Development		2021	2023			●	TBD	> TBD
36	Taylor Yard Lot 2B Joint Development		2020	2022			●	TBD	> TBD

Programs

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Phase: Development	Phase: Implementation/Operation	Next Board Date ▲ Sorted	Next Board Action
37	Projects & Programs Dashboard		2018	Ongoing		●	June 2019	> Receive and File interim dashboard
38	Micro Mobility Vehicles Programs		2019	2020		●	June 2019	> Adopt the Micro Mobility Vehicles Program at Metro Stations > Amend Metro's Parking Ordinance, Parking rates and Permit fee resolution in support of implementing the Micro Mobility Vehicles Program
39	TOC Small Business Fund		Ongoing	Ongoing		●	Fall 2019	> Approve amended program eligibility and additional lending partner
40	TOD Planning Grant Program		N/A	N/A	●		FY 2020	> Transit Oriented Development Planning Grant Program Lessons Learned and Recommendations
41	Multi-year Sub-regional Programs		2019	2057	●		TBD	> Approve Programming of the Measure M Multi-Year Subregional Program funds for the South Bay, Gateway Cities, Central Cities, and Westside Cities

Strategies/Policies

		Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Type: Policies/ Strategic Plans	Type: Implementation Plans	Next Board Date ▲ Sorted	Next Board Action
42	Long Range Transportation Plan Update		2017	2020	●		June 2019	> Receive and File Draft Baseline Understanding Framework and Draft Values Framework
43	Transit to Parks Strategic Plan		N/A	N/A	●		June 2019	> Approve Plan
44	First/Last Mile Planning: Aviation/96th St Station (AMC)		N/A	N/A		●	June 2019	> Approve First/Last Mile Plan
45	First/Last Mile Planning: Foothill Gold Line Phase 2B Extension		N/A	N/A		●	June 2019	> Approve First/Last Mile Plan
46	Twenty-Eight by '28 Financial and Funding Plan		N/A	N/A	●		July 2019	> Receive and File Funding Plan
47	First/Last Mile Planning: Purple Line Sections 2 and 3		N/A	N/A		●	September 2019	> Approve First Last Mile Guidelines

	Strategies/Policies	Notes	Groundbreaking/ Initiation Fiscal Year	Opening/ Completion Fiscal Year	Type: Policies/ Strategic Plans	Type: Implementation Plans	Next Board Date ▲ Sorted	Next Board Action
48	Short Range Financial Forecast		N/A	N/A	●		September 2019	> Approve fund assignments
49	First Last Mile Guidelines		N/A	N/A	●		Fall 2019	> Adopt Guidelines
50	BRT Vision and Principles Study		2019	2021	●		Fall 2019	> Receive and File status update
51	Goods Movement Strategic Plan		2018	2020	●		Summer 2020	> Approve draft Plan
52	LAUS/Civic Center Exploratory Taskforce		N/A	N/A	●		FY 2020	> Approval of Action Plan
53	TOC Implementation Plan and Performance Metrics		Ongoing	Ongoing		●	FY 2020	> Receive and File Draft Implementation Plan & TOC Metrics (with LRTP Equity Metrics)
54	Equity Platform		February 2018	Ongoing	●		TBD	> Selection of Equity Officers
55	Integrated Station Design Solutions		2018	2020		●	TBD	> Final Findings (TBD)

Notes:
Groundbreaking and opening fiscal years have a three-year range.

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Los Angeles County
Metropolitan Transportation
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3rd Floor Board Room
Los Angeles, CA

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Board Report

File #: 2019-0248, **File Type:** Oral Report / Presentation **Agenda Number:** 20.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: UPDATE ON THE LOS ANGELES COUNTY GOODS MOVEMENT STRATEGIC PLAN

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Los Angeles County Goods Movement Strategic Plan.

DISCUSSION

The Metro Planning Department initiated the Los Angeles County Goods Movement Strategic Plan (Plan) in November 2018 to develop a comprehensive, innovative, and transformative 10-year plan addressing the county's goods movement challenges and opportunities for investment in programs and projects consistent with Metro's Vision 2028, Long Range Transportation Plan, and Equity Platform. Metro staff from multiple departments participated in extensive interviews with planning staff to provide feedback into how goods movement planning issues can be integrated within Metro's various planning efforts, and how these various planning efforts could be included within, supported by, and enhanced by the work developed through the Plan.

The Plan, which will be finalized for Board consideration by June 2020, will incorporate input from the many stakeholders in Los Angeles County that are directly involved with and impacted by the movement of goods through the nation's greatest gateway for containerized trade. As part of this effort staff has conducted numerous interviews with representatives from across the county to identify key issues that should be reflected and examined in the Plan.

The Plan will also review existing conditions and develop scenarios for future conditions of the county's goods movement system; develop priorities for goods movement projects, programs, and policies; and provide a roadmap for future opportunities to collaborate with stakeholders to secure investment and policy advancements in support of the region's needs and goals.

The oral report will provide the following:

- an update on the status of the Plan;
- an overview of stakeholder feedback to be incorporated into the Plan;
- the draft vision statement and LRTP objective; and

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- next steps toward completion of the Plan.

Equity Platform:

Given the importance of goods movement policy and planning to various facets of equity within Los Angeles County, Metro planning staff included consideration of the Equity Platform from the beginning, with an emphasis in the Request for Proposals on including the Equity Platform in the delivery of the Plan. Staff also has identified and interviewed stakeholders with the goal of including equity-based goals, objectives, and measurements within the Plan. More interviews and discussion will be conducted in support of this goal as the Plan is developed.

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Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251

Phillip A. Washington
Chief Executive Officer

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Item #20: Update on the Los Angeles County Goods Movement Strategic Plan

Metro

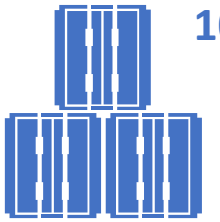
LA County Goods Movement Strategic Plan

Metro Planning and Programming Committee

June 19, 2019

LA County Goods Movement By the Numbers

851 miles of State Highways
3,200 miles of County Roads
17,631 miles of City Roads



10th Busiest container port complex in the World (Ports of Long Beach and Los Angeles)

Over **578 million sq. ft.** of warehousing space
With over **18,000** warehousing buildings

Nations' **6th** busiest air cargo hub

2 Class I Railroads connecting the Ports of Los Angeles and Long Beach to the rest of the nation

Metro

Goods Movement: Central to Metro's Mission

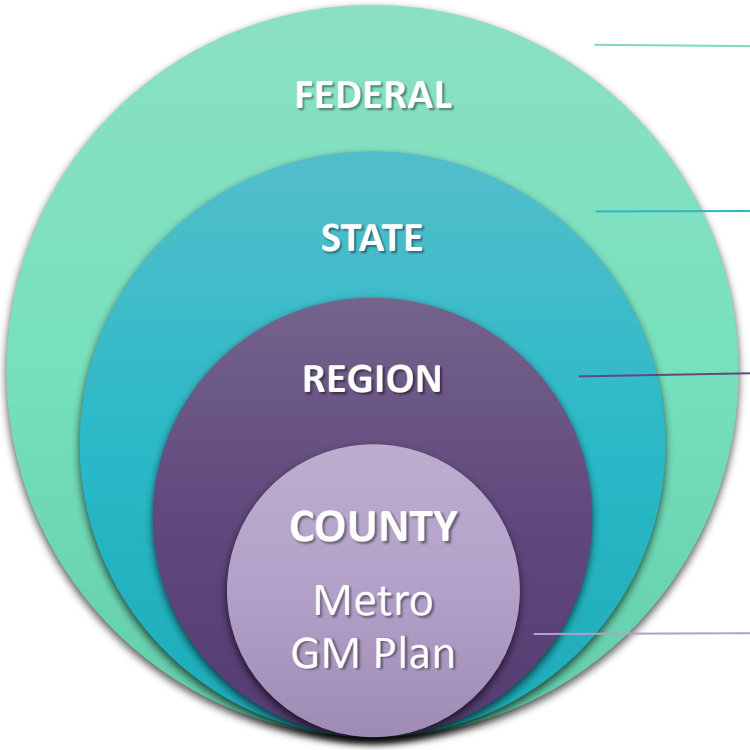
PUC 130051.12

The Los Angeles County Metropolitan Transportation Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:

- Establishment of overall goals and objectives to achieve optimal transport service for the ***movement of goods and people*** on a countywide basis.

Metro

Goods Movement: Institutional Context



- Fixing America's Surface Transportation (FAST) ACT
- Infrastructure For Rebuilding America (INFRA)
- National Highway Freight Network (NHFN)
- Primary Freight Network (PFN)
- Performance Metrics

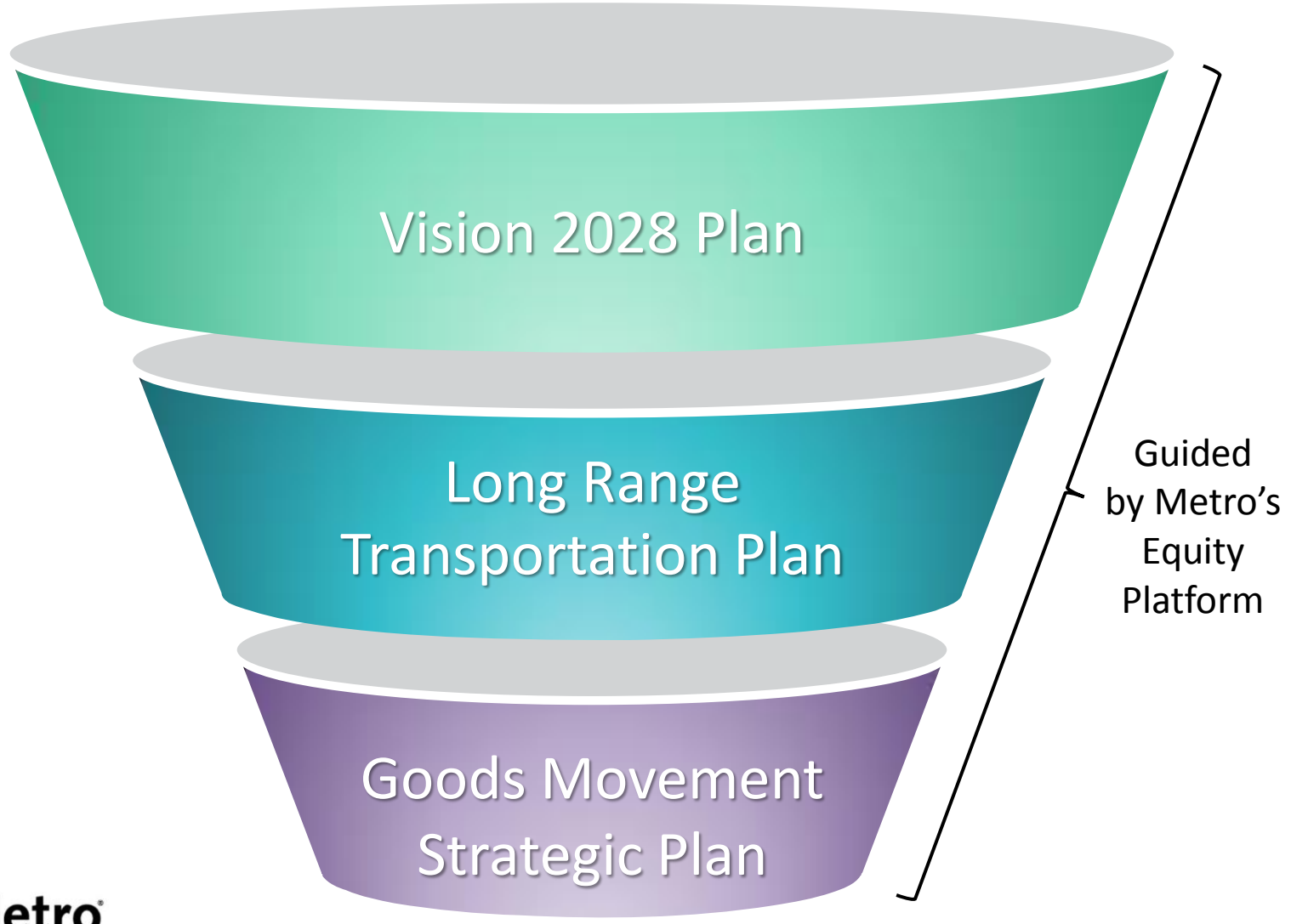
- California Freight Mobility Plan (CFMP)
- California Sustainable Freight Action Plan (CSFAP)
- Trade Corridor Enhancement Program (TCEP)/SB1
- California State Rail Plan

- South Coast Air Quality Management District (SCAQMD)
- Adjacent County Corridors
- METRANS
- Southern California Association of Governments (SCAG) – Regional Transportation Plan
- SBCTA/RCTC/OCTA/VCTC

- Metro
- Port of Los Angeles
- Port of Long Beach
- Los Angeles World Airports
- Cities/LA County
- Councils of Governments
- Railroads
- Caltrans District 7
- Metrolink

Metro

Coordinating Metro's Planning Efforts



Metro

LA County Goods Movement Strategic Plan

Internal Stakeholder Engagement

- Highway Programs
- Regional Rail
- Congestion Reduction
- Government Relations
- Office of Extraordinary Innovation
- Mobility Corridors
- Sustainability
- Shared Mobility
- Transit Oriented Communities
- Active Transportation Program
- LRTP
- First/Last Mile
- Grants Management and Oversight
- State/Federal Legislative Analysis
- Service Planning & Scheduling
- Environmental Compliance
- Office of Management and Budget

Thank you to our Metro colleagues!

Metro

Mission and Draft Vision Statement

Mission: To provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

Draft Vision Statement – Metro will become:

- *A national leader and regional partner in implementing a modern, responsive, coordinated, and effective freight transportation system through policies, programs, and projects that support a competitive global economy;*
- *A steward of equitable and sustainable investments and technological innovation that will increase regional economic competitiveness, advance environmental goals, and provide access to opportunity for County residents*.

Metro

Draft LRTP Objective

Strengthen the multi-modal regional goods movement transportation system.

One of Metro's long range planning priorities should be to…

Metro

Approach and Next Steps

2018	2019											2020
DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN

LISTEN, DISTILL, & SYNTHESIZE

- *Interviews*
- *White papers*
- *Vision, goals, performance measures*

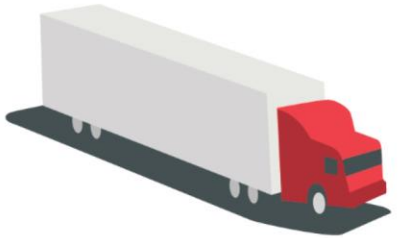
IDENTIFY, EVALUATE, & PRIORITIZE

- *Existing conditions*
- *Future scenarios*
- *Prioritization process*
- *Early action projects*

REPORT, COMMUNICATE, & IMPLEMENT

- *Final report*
- *Implementation plan*
- *Board approval*

Metro



Thank You!

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Metro

Los Angeles County
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Los Angeles, CA

Metro

Board Report

File #: 2019-0448, **File Type:** Motion / Motion Response **Agenda Number:** 21.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE response to Motion 36 to report back in 90 days on Regional Commuter Tax Benefit Ordinance.

ISSUE

In October 2017 the Board approved Motion 36 directing staff to explore and implement a markedly expanded role for Metro as a leader in Transportation Demand Management (TDM) in Los Angeles County, including implementing a regional Commuter Tax Benefit Ordinance. On March 20, 2019 staff presented an update to members of the Planning Committee. In the Next Steps of that update, staff committed to providing a report back on the progress of the Commuter Tax Benefit Ordinance in 90 days. This Board Report represents that update.

DISCUSSION

Regional Commuter Tax Benefit Ordinance:

In August 2018, Governor Jerry Brown signed AB2548 into law, authorizing Metro to write and implement a Countywide Commuter Tax Benefit Ordinance. Currently, employers may voluntarily allow their employees to use pre-tax dollars to pay for vanpool and transit costs each month, up to the maximum allowed by Federal law (currently $265 per month for 2019). This ordinance would make the pre-tax option a requirement for all employers with 50-249 employees at a single worksite in Los Angeles County.

Per AB2548, any Commuter Tax Benefit Ordinance Metro writes or implements must include the following:

- How Metro will inform covered employers about the ordinance
- How compliance will be demonstrated
- The procedures for proposing, and the criteria that will be used to evaluate an alternative commuter benefit program
- Any consequences for noncompliance

If an ordinance is adopted, the State requires Metro to submit a report no later than January 1, 2022 that includes the following:

- A description of the program, including how the authority informed covered employers and employees of the ordinance, and any compliance issues.
- The number of employers complying with the ordinance that did not previously offer a commute benefit consistent with those required by the ordinance.
- The number of employees who stopped driving alone to work to instead take transit or a vanpool because of the commute benefit ordinance.
- The vehicle miles traveled, and greenhouse gas emissions reductions associated with implementation of the commute benefit ordinance.
- The greenhouse gas emissions reductions associated with implementation of the commute benefit ordinance.
- The greenhouse gas emissions reductions associated with the implementation of the commute benefit ordinance as a percentage of the region's greenhouse gas emissions target established by the State Air Resources Board.

Progress Update:

The ultimate goal of any Commuter Tax Benefit Ordinance is to decrease the number of drive alone trips in the region and increase the number of transit and vanpool trips. However, regulation alone does not change commuter behavior or reduce trips. Outreach, education and support are the three keys to reducing trips and changing commuters' behavior. Below are described 1) the outreach to inform and obtain feedback on the ordinance; 2) the outreach to assist businesses in understanding their transportation options and 3) compliance considerations and 4) a proposed timeline.

Ordinance Outreach: There are approximately 65,000 employers located in 88 cities in the County who would be notified to comply with the Commuter Benefits Ordinance. Feedback from the various stakeholders is essential to ensure Metro's ordinance has taken into consideration concerns or suggestions raised by cities and small businesses. To solicit relevant feedback, staff has developed an outreach plan and has taken/will take the following actions:

- Pre-legislation outreach
  - Staff reached out to Transportation Management Associations, cities and business organizations for comments before drafting the legislation.

- Survey area stakeholders to obtain feedback on the ordinance as well as concerns and suggestions:
  - Cities: A question about the Commuter Tax Benefit Ordinance was included in the Regional TDM survey in May 2019. A survey specific to the ordinance will be sent out in June 2019.
  - Association for Commuter Transportation (ACT): A presentation was given at the ACT California Regional Conference in Universal City in May 2019, which had approximately

fifty medium and large employers in attendance.
- Employers: Survey 15,000 employers through Salesforce 2019-2020.
- Commuters: Commute Benefits will be included in a survey of 200,000 downtown commuters to be conducted by FASTLinkDTLA.
- Transportation Management Associations: TMA Focus Group in June 2019.

Transportation Options Outreach: This outreach plan is designed to give commuters, employers and local jurisdictions the information and support necessary to encourage behavior change among commuters.

- Staff developed an outreach program that will include the following:
  - Revise Metro Commute Services webpage with commuter tax benefit information and interest form
  - Outreach to the 1,300 employers in the Metro Shared Mobility and Business Pass Programs
  - Digital marketing surveys (Facebook, etc.)
  - Outreach to third party benefits providers to connect with employers
  - Partnerships with Chambers of Commerce, cities, local transit agencies, COGS, vanpool and mobility providers to help provide outreach and information to employers
  - Metro marketing campaign targeted to employers
  - Metro marketing campaign targeted to employees

Compliance: If the ordinance is adopted, Metro will be the only transit agency in the country that requires employers to ensure compliance to the Commuter Tax Benefit Ordinance on its own authority. All other transit agencies are partnered with another agency such as Air Quality Management Districts, Department of Labor and Department of Commerce, etc., to ensure compliance. Metro, as an agency, has not had an enforcement presence or mechanism in any TDM policies up to this point. Establishing an ordinance and ensuring successful compliance will require Metro to develop an enforcement strategy. A strategy will need to perform progressive enforcement efforts which include warning and violation issuance, potential grace period for an employer to remedy a violation, and consequences for non-compliance (fines, etc.). Staff is currently reviewing the following options:

1. Partner with an enforcement agency in the County - identify an agency in the county that currently has a mechanism to effectively enforce an ordinance and create a partnership.
2. Enforce the ordinance through Metro's Office of the Inspector General using a system similar to Metro's transit court system.
3. Work with the Office of the Inspector General to create an enforcement system unique to the Commuter Tax Benefit Ordinance.
4. Model a compliance program on New York City's ordinance and rely on employees to notify Metro via a website when their employer is not complying with the ordinance.

Staff strongly recommends at least a one-year period in which violations and penalties will not be issued for non-compliance.

Timeline for Commuter Benefits Ordinance Implementation

- June - December 2019
  - Extensive pre-ordinance outreach to employers and employees
  - Beta testing of website
- First Half of 2020
  - Ordinance passed by the Metro Board (target date January 2020)
  - Continue outreach
  - Ordinance goes into effect (target date June 2020)
  - Employers will be notified to comply
  - Continue outreach
- Year 2021
  - Metro will evaluate effectiveness of ordinance
  - Prepare data from Year One for report back to the State
- December 2021
  - Report back to the State as required in AB2548

Equity Platform

Metro outreach and coordination for the regional Commuter Benefit Ordinance has a unique opportunity to provided outreach and support directly to resource limited communities while also providing opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives in commuter benefits and congestion reduction programs with community members in the communities where they live and work.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the planning and administrative activities contemplated in this Board report.

FINANCIAL IMPACT

The resources and costs for the initiatives outlined in this report have been included in FY19 and FY20 approved budgets. If it is determined that Metro should be the enforcement agency, staff will provide to the board an estimate of additional costs and resources.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro's Regional Transportation Demand Management Program and serve to implement the following Metro Vision 2028 Strategic Plan Goals:

- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County.
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals

of the Vision 2028 Plan.

- Goal 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

The recommendations for further development included in this Board report could be deferred by the Board. However, that is not recommended as TDM outreach is a much-needed effort in Los Angeles County. In all cases, staff would endeavor to pursue next steps that are coordinated with existing or anticipated related initiatives, to maximize resource efficiency.

NEXT STEPS

Staff will aggressively pursue outreach efforts for all stakeholders and draft the ordinance concurrent with the outreach efforts.

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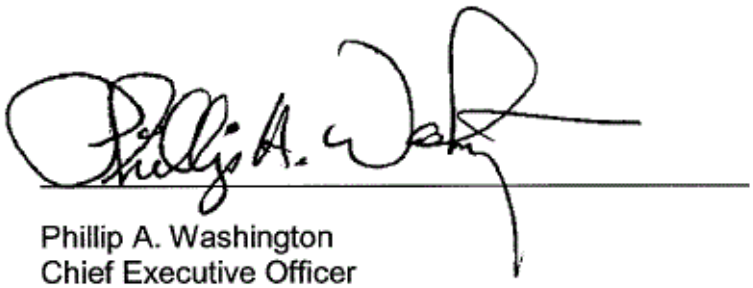
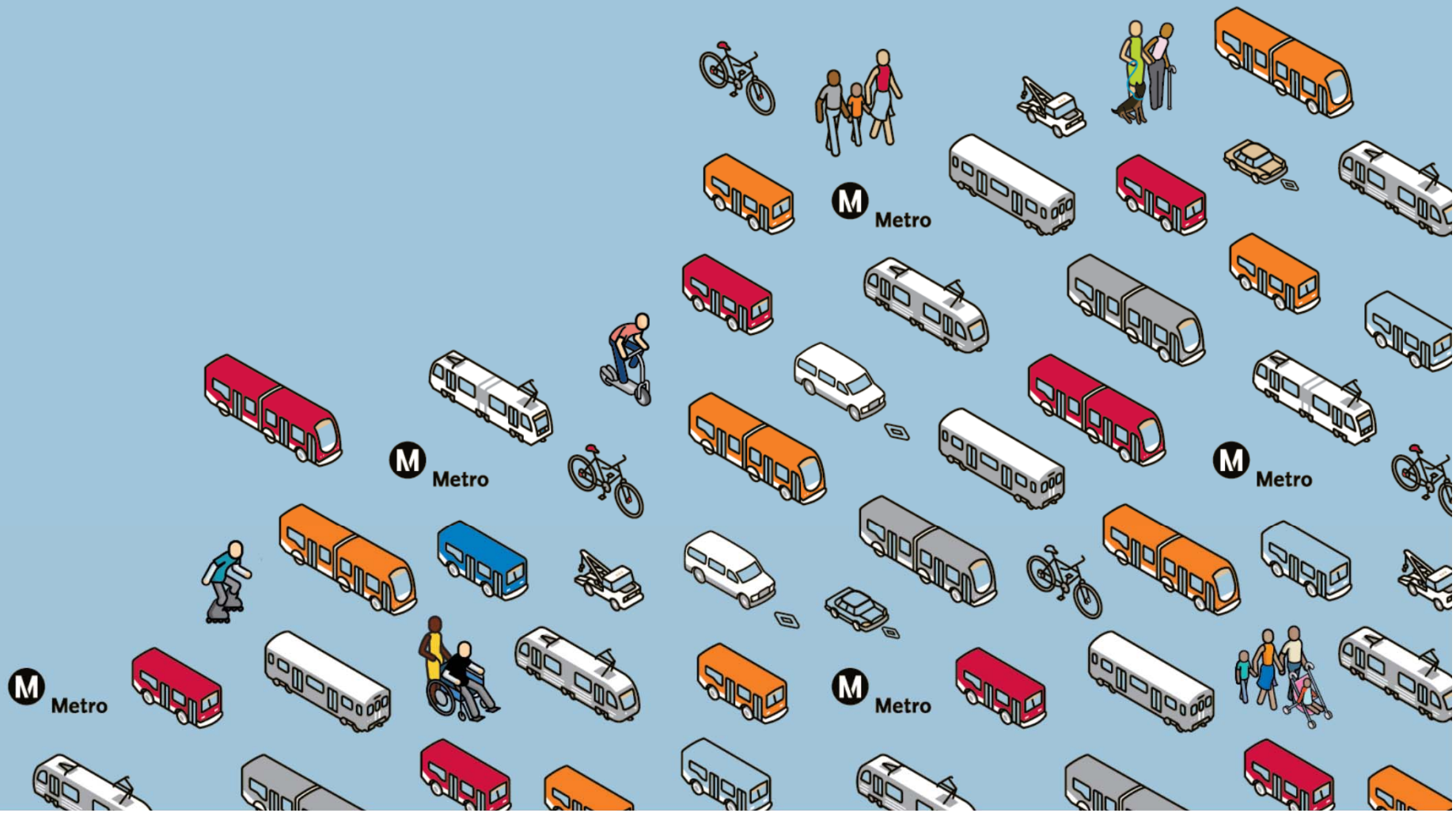
Reviewed by: Laurie Lombardi, Chief Planning Officer (Interim), (213) 418-3251
Yvette Rapose, Chief Communications Officer (Interim) (213) 418-3154



Phillip A. Washington
Chief Executive Officer

TDM Update: Commuter Tax Benefit Ordinance

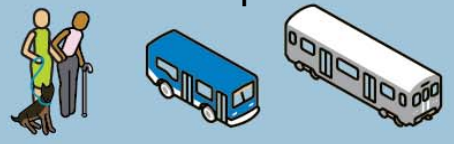
Planning and Programming Committee
June 19, 2019
Legistar File #: 2019-0448



Countywide Commuter Tax Benefit Ordinance

- AB 2548 Grants Metro the Authority to Write and Implement a Commuter Tax Benefit Ordinance
  - Requires employers of 50-249 employees to offer employees the option to use pre-tax dollars to pay for transit and vanpool costs ($265 per month under Federal Tax Law for 2019)
  - Currently, all employers may optionally offer this benefit
  - Employers must comply within 6 months or Ordinance adoption
  - Employers will have one full year of compliance before an enforcement options are implemented
  - Employers complying with a City ordinance will be deemed in compliance

Metro



Metro's Obligations Under AB2548

- Any Commuter Tax Benefit Ordinance Metro writes must include:
  - How Metro will inform covered employers about the ordinance
  - How compliance will be demonstrated
  - The procedures for proposing, and the criteria that will be used to evaluate an alternative commuter benefit program
  - Any consequences for noncompliance
- Report to the State by January 2022
  - A description of the program including any compliance issues
  - The number of employers complying that did not previously offer a benefit
  - The number of employees who changed their commute because of the benefit
  - The reductions in vehicle miles traveled (VMT) and Greenhouse Gas Emissions (GHG)

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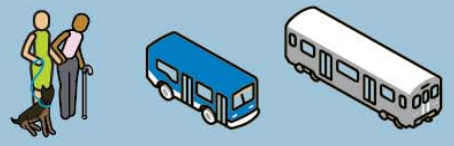


Commuter Tax Benefit Ordinance Outreach Efforts

Pre-ordinance outreach:

- Staff reached out to Transportation Management Associations, cities and business organizations for comments before drafting the legislation (AB2548).

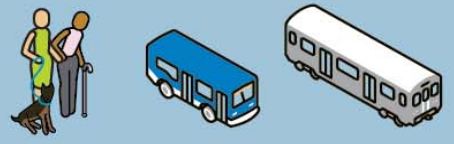
Solicit Feedback from Area Stakeholders:

- Cities: All 88 cities in the county via focus groups and survey
- Employers: 15,000 employers through Sales Force
- Commuters: 200,000 Downtown commuters via FASTLINK DTLA
- Transportation Management Associations: Focus Group

Presentations:

- Association for Commuter Transportation (ACT): A presentation was given at the ACT California Regional Conference in Universal City in May 2019, which had approximately fifty medium and large employers in attendance.

Metro



Transportation Options Outreach

This outreach plan is designed to give commuters, employers and local jurisdictions the information and support necessary to encourage commute behavior change.

- Staff developed an outreach program that will include the following:
  - Revise Metro Commute Services webpage with commuter tax benefit information and interest form
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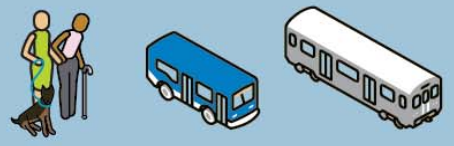
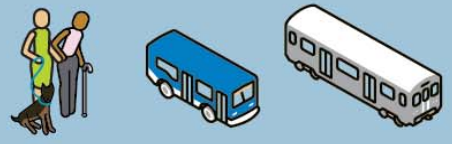


Timeline for Ordinance Implementation

- June – December 2019
  - Extensive pre-ordinance outreach to employers and employees
  - Beta testing of website
- First Half of 2020
  - Ordinance passed by the Metro Board (target date January 2020)
  - Continue outreach
  - Ordinance goes into effect (target date June 2020)
  - Employers will be notified to comply
  - Continue outreach
  - Violation penalties will not be issued for the first year
- Year 2021
  - In Year Two violation penalties will begin to be issued
  - Metro will evaluate effectiveness of ordinance
  - Prepare data from Year One for report back to the State
- December 2021
  - Report back to the State as required in AB2548

Metro



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

File #: 2018-0774, **File Type:** Plan **Agenda Number:** 22.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: TRANSIT TO PARKS STRATEGIC PLAN

ACTION: ADOPT PLAN

RECOMMENDATION

ADOPT the Transit to Parks Strategic Plan.

ISSUE

In response to a Board Motion in June 2016 (Attachment A), Metro has completed the Transit to Parks Strategic Plan ("Plan", Attachment B) summarized in the Executive Summary (Attachment C). Adoption of the Plan by the Metro Board will: 1) affirm the Plan's analytical needs-based framework as a key tool for guiding equitable decision-making around transit to parks; and 2) provide tools and guidance for implementation of transit connections to parks.

BACKGROUND

In recent years, the completion of the Los Angeles County Parks Needs Assessment and the Angeles National Forest Transit Corridor Analysis, coupled with the passage of Measure A, have served to highlight the growing need for increasing access to parks and open space in Los Angeles County. Amidst growing community support and interest for improved and equitable park access, in June 2016, the Metro Board directed staff to prepare an action plan to better connect disadvantaged, park-poor communities with open spaces. With the support of an advisory committee, Metro prepared the Plan which includes a parks needs analysis, a needs-based framework for guiding decision-making, and potential activities for increasing access to parks and open spaces countywide, especially for communities of need. Consistent with Metro's Equity Platform, the Plan furthers Metro's commitment to working with historically underserved communities to establish meaningful equity goals that guide planning and investment.

DISCUSSION

As a blueprint to guide decision-making on transit access to parks in Los Angeles County, the Plan identifies pilot projects and supporting implementation activities that can be undertaken by entities in Los Angeles County to improve transit access to parks for communities that have high need for park access. The sections below describe the process for developing the Plan as well as key components

in the Plan.

Process

The project team undertook several steps to develop the Plan including researching case studies to identify national best practices for improving access to parks and open space and performing user surveys in partnership with First 5 LA. In addition, an advisory committee was formed consisting of representatives from community organizations along with local and regional entities with expertise in parks and communities that lack access to quality parks. The advisory committee has been instrumental in helping shape and guide the Plan to completion.

To identify strategies that close access gaps to high quality parks and open space, the team developed a needs-based framework and identified potential priority connections between 80 "communities of interest" and 200 "parks of interest". Consistent with the directing motion, the project team utilized a data-driven approach including analyzing Los Angeles County's Parks Needs Assessment database and existing transit connections, complemented by input from the advisory committee. The resulting maps provide a framework that can be used by an implementing agency to identify potential transit connections and inform necessary community outreach.

Plan Overview

The Plan includes results of the case study research, maps depicting connections between communities and parks, potential access solution types, potential pilot projects, and overall program and policy guidance to support transit to parks investments. Examples of potential implementation activities in the Plan include: transit to parks branding; marketing campaigns; wayfinding signage; inclusion of key parks in service planning and first/last mile planning analysis; parks educational components; and grant-writing support. In addition, the Plan identifies four potential pilot projects focused on expanding bus/shuttle connections between communities of interest and parks of interest including: 1) Metro Line 212 Extension; 2) Hansen Dam Circulator; 3) Beach Circulator (BCT 109 Frequency Improvements); and 4) Chantry Flat Connector.

The implementation activities described in the Plan include suggestions on potential entities, including Metro, best positioned to implement transit to parks strategies, either individually or through partnerships. A matrix summarizing potential implementation activities is attached to this report (Attachment D) and identifies Metro's potential role either as a lead or in a support capacity as part of a partnership. The matrix categorizes each potential activity based on the anticipated level of Metro resources needed to complete the work as follows:

Category 1: *Existing - Low:* can be integrated into existing/ongoing work such as the NextGen Study.
Category 2: *New - Medium:* requires a medium level of additional resources such as providing grant-writing support services to partner organizations.
Category 3: *New - High*: requires a high level of additional resources such as expanded Metro service.

Metro is committed to implementing *Category 1* activities as part of carrying out its existing work program and projects. For activities designated as *Category 2* or *3*, Metro will examine funding opportunities on a case-by-case basis, including working with partner organizations to help identify

new resources for implementation.

Equity Platform
The Plan creates a needs-based framework that will feature equity in future transit to parks decision-making. Additionally, through both user surveys and the guidance of subject matter experts on the advisory committee, Metro was able to ensure that on-the-ground experiences, particularly in disadvantaged communities, informed the Plan development. With the Plan, Metro has laid out a blueprint to address inequities in park access decision-making and investment and identified specific opportunities for Metro and its partners to implement solutions for addressing inequity in park access.

DETERMINATION OF SAFETY IMPACT

The adoption of the Transit to Parks Strategic Plan will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Adoption of this Plan has no direct financial impact to the budget. However, ongoing coordination would include Metro staff time and resources. Furthermore, any implementation of the Plan's *Category 2* (New - Medium) and *Category 3* (New - High) resource needs as described in Attachment C would require a range of additional funding and staff resources, to be determined on a case-by-case basis by department and business unit impacted by additional workload.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Plan aims to further Strategic Plan Goal #1: Providing high quality mobility options including Strategic Plan Initiative 1.1: Target infrastructure and service investments toward those with the greatest mobility needs. It accomplishes this by establishing a data-driven and needs-based framework for guiding future investment.

ALTERNATIVES CONSIDERED

The Board could decide to not adopt the Plan. This alternative is not recommended because this Plan fulfills the June 2016 Board Motion and was developed through extensive data analysis and expertise from the advisory committee.

NEXT STEPS

The Plan includes a series of potential pilot projects, programs, and initiatives which are summarized in Attachment D, including categorization of anticipated level of Metro effort in leading or supporting the activity. Metro intends to implement *Category 1* (Existing-Low) activities as part of carrying out its existing work program. Metro will continue working with our partners to identify new resources for implementing additional activities in the Plan.

ATTACHMENTS

Attachment A - Board Motion #2016-0511
Attachment B - Transit to Parks Strategic Plan
Attachment C - Transit to Parks Strategic Plan Executive Summary
Attachment D - Implementation Matrix

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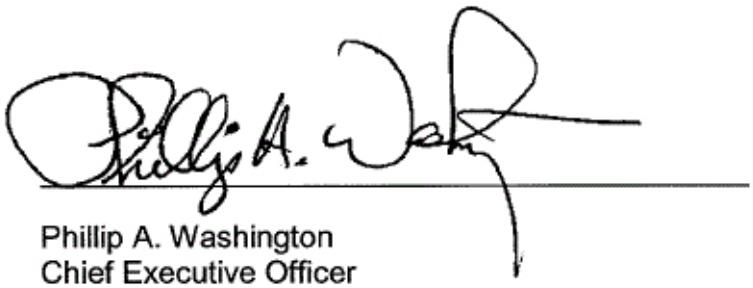
Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO, Countywide Planning and Development (213) 928-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 922-7077



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Metro

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

Board Report

File #:2016-0511, **File Type:**Motion / Motion Response

Agenda Number:52

REGULAR BOARD MEETING
JUNE 23, 2016

Motion by:

Directors Solis, Kuehl and Fasana

as amended by Director Solis

June 23, 2016

Transit to Open Space and Parks

Los Angeles County is a community rimmed by dramatic open spaces from the tranquil coasts to the rolling Santa Monica Mountains and vast deserts. The San Gabriel Mountains are closer to downtown Los Angeles than Denver is to the Rockies. Yet, access to the majestic places remains unattainable for many members of our community.

The purpose of this action is to develop a systematic plan for increasing access to parks and open space, countywide. This is a key priority for the region as demonstrated in the LA County Parks Needs Assessment and the Southern California Association of Governments' Long Range Transportation Plan highlighting a lack of access to the newly designated San Gabriel Mountains National Monument.

In December of 2015, the Board affirmed its commitment to increasing access to parks and open space when it adopted performance measures for project in the Long Range Transportation Plan and Potential Ballot Measure that included Sustainability & Quality of Life and Accessibility. Both categories reference access to parks and open space. Metro has taken actions to provide access to green space to communities, but further gains in connecting people to open space could be achieved with more coordinated efforts.

Given that the Los Angeles Basin is home to 10+ million people, it is critical that we provide affordable, publically managed, transit to parks, open spaces, and publicly managed land. The LA basin is park-deficient-the only way we can ensure the health of Angelenos is by providing access to transit that connects communities, especially disadvantaged (income-poor and park-poor) communities to parks. For instance, 3 million people visited the San Gabriel National Monument last year, but there are no viable public transit options to access the area.

There are funding opportunities to support these programs at the federal, state and local levels, but a

lack of coordination and information can prevent local municipalities and transit agencies from accessing these funds. Metro, as a regional leader, is uniquely able to help coordinate efforts and assist public land managers, transit authorities, nonprofits and municipalities seeking to increase access to parks and open space.

MOTION by Solis, Kuehl, Fasana that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better connect communities to parks and open space. The plan shall include the following elements:

A. An overview of existing transit system connections to parks and open space and identification of opportunities to increase access to parks and open space. This assessment should draw upon, but not be limited to, data from the following agencies:

    1. the County of Los Angeles Department of Parks and Recreation;

    2. the National Park Service;

    3. U.S. Forest Service;

    4. California State Parks;

    5. the Santa Monica Mountains Conservancy;

    6. the Mountains Recreation and Conservation Authority; and

    7. Southern California Association of Governments.

B. Identification of funding sources for transit to parks and open space including, but not limited to:

    1. Federal Grants and Programs like the Federal Lands Access Program, the Federal Lands Transportation Program, the Transportation Alternatives Program, and the National Parks Service Challenge Cost Share Program;

    2. Existing eligible local revenue like Proposition A, Proposition C and Measure R;

    3. Nongovernmental and private partnerships; and

    4. Other Creative funding opportunities

C. Methods to support the implementation of programs to connect communities to parks and open space, such as offering technical assistance and grants to jurisdictions.

D. Recommendations to promote the usage of current services and the building of the new service including:

1. Shuttle services from transportation infrastructure such as MTA Metro Rail stations, busway stations, bus stops, and regional rail stations as connector hubs for direct shuttles to parks and open space.

2. Prioritized services for communities with 20% lowest per capita open space acreage in the county; communities that have less than 3 acres of parkland per 1000 people, making them park poor, and incomes below $48,706 median household income, making them income poor.

3. Connections to parks and opens space through active transportation corridors such as bike lanes, walkways and greenways.

4. Potential extensions of existing public transit bus lines to park and open space.

ADDITIONALLY WE MOVE that the Board direct the Chief Executive Officer to engage with other agencies with related planning processes such as the California Collaborative Regional Transportation Plan and the Southern California Association of Governments Regional Transportation Plan and the United States Forest Service San Gabriel Mountains National Monument.

SOLIS AMENDMENT: Include rivers and mountains conservancy and water conservation authority.

Attachment B- Transit to Parks Strategic Plan

The Metro Transit to Parks Strategic Plan can be accessed here:

http://media.metro.net.s3.amazonaws.com/projects_studies/toc/images/nextStop_transitToParks_05-2019.pdf

ATTACHMENT C

Metro Transit to Parks Strategic Plan
Executive Summary

Metro's Transit to Parks Strategic Plan presents a systematic vision for increasing access to parks and open space countywide. The goal is to find targeted, holistic ways to increase access to parks and open spaces, especially for communities of need. These communities, especially those that are not within walking distance or without convenient public transit to a park, are the focus of the Plan. Expanding access is a key priority for the region as demonstrated in the Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment and the Southern California Association of Governments' Regional Transportation Plan, both of which highlight a lack of park and open space access. LA County has a wealth of open space and recreational assets, but often these places are out of reach for County residents, particularly lower income, disadvantaged communities. Metro is committed to initiating partnerships and finding ways to increase access to parks and open spaces for LA County.

Chapter 1: Setting the Stage

This chapter identifies how the Plan supports Metro's Values and Goals. It also identifies associated efforts within Metro including Vision 2028, Long Range Transportation Plan, NextGen, First/Last Mile Strategic Plan, and Active Transportation Strategic Plan, as well as local and regional efforts for transit to parks.

Chapter 2: Process and Methodology

This chapter describes the data-based analysis that served as the foundation for the Plan. It highlights the advisory committee's role in selecting appropriate data points to identify high need communities and high quality parks. It describes the mapping analyses of the community, transit, and park data layers that generated a list and map of potential connections between communities in need and high quality local and regional parks.

Chapter 3: Case Studies

This chapter describes 15 local and national transit to parks case studies. It identifies 10 lessons learned that can be applied to support transit to parks efforts.

Chapter 4: Making the Connections

This chapter describes how the data analysis results (Chapter 2) and the lessons learned from the case studies (Chapter 3) can be applied to creating successful transit to parks projects. The chapter describes five different types of transit services ("access solutions") that can be applied to transit to parks. It also proposes four pilot solutions as examples for how the access solutions can connect communities with high quality local and regional parks as well as beaches and mountains. Finally, this chapter identifies supportive programs and initiatives that can be undertaken to support transit to parks.

Chapter 5: Getting There

This chapter provides a road map for Metro and Countywide partners to move forward to transit to parks planning and implementation. It includes a list of local, regional, state, and federal funding sources and identifies what types of transit to parks projects they could fund.

SUPPORTIVE PROGRAMS AND INITIATIVES

ATTACHMENT D

FY20 budget, as proposed, does not assume any new Transit to Parks activities, as such, new activities require funding to be identified.

PILOT PROJECTS				
NAME	**POTENTIAL FUNDING SOURCE**	**POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY**	**METRO DEPARTMENT**	**METRO RESOURCE CATEGORY**
Metro Line 212 Extension	Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Congestion Mitigation and Air Quality Improvement Program	**METRO LEAD:** Improve direct access to Kenneth Hahn State Recreation Area from the surrounding community and transfer access from Inglewood Transit Center by increasing service levels on the Metro 212 line.	Operations	New: High
Hansen Dam Circulator (DASH Pacoima)	LADOT, Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** LADOT is developing a new DASH Pacoima route by 2020/2021 that would include a stop in Hansen Dam park. Metro support role may include marketing, grant writing services, and First/Last Mile planning.	Communications; Planning (Financial Planning, Programming, Grants, TOC & First/Last Mile)	New: Medium
Beach Circulator (BCT 109 Frequency Improvements)	Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** Provide beach access and alternative to parking for local residents of Willowbrook, Athens, and Westmont; Green and Silver Line riders. Metro support role may include things like grant writing services and a cross-promotional partnership with Beach Cities Transit, on a case-by-case basis.	Communications; Planning (Financial Planning, Programming, Grants, TOC); Operations (Stops & Zones)	New: Medium
Chantry Flat Connector	Measure A, Clear Transportation Funding/ Sustainable Transportation Planning Grant Program/ Transit and Intercity Rail Capital Program/ Federal Lands Access Program/ BUILD Program	**EXTERNAL PARTNER LEAD** **METRO SUPPORT**: Connect Arcadia and the LA County rail network to Chantry Flat. Metro support role may include things like grant writing services and a cross-promotional partnership with Arcadia Transit/City of Arcadia.	Communications; Planning (Financial Planning, Programming, Grants, TOC); Operations (Stops & Zones)	New: Medium

SUPPORTIVE PROGRAMS AND INITIATIVES

ATTACHMENT D

IMPLEMENTATION TASK	AGENCIES INVOLVED	POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY	METRO DEPARTMENT	METRO RESOURCE CATEGORY
1. Help People Find Their Way				
1.1 Evaluate need and develop First/Last Mile Pathway wayfinding strategies. *(To be deployed on a project- or program-specific basis)*	Transit providers Countywide Cities and municipal agencies Park Management Agencies / Operators/ Metro	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** Wayfinding strategies to link Communities of Interest and Parks of Interest within easy walking distance of transit stations and stops could be researched and developed, as informed by market research. Strategies might include the creation of new wayfinding guidelines to assist municipalities in the programming and design of pathways to link parks with transit and vice-versa.	Communications	New: High
1.2 Include transit connections to parks and open spaces on maps.	Transit providers Countywide/ Metro	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** When appropriate, depending on design feasibility and funding availability, add Facilities of Interest to selected Metro maps. If funding is secured, Metro or supporting agencies could create a map dedicated to identifying the many transit-to-parks connections throughout Los Angeles County.	Communications (Marketing)	New: Medium
1.3 Identify funding to support a communications strategy. *(To be deployed on a project- or program-specific basis)*	Metro	**METRO LEAD:** Metro could conduct market research and develop a communications strategy, if funding is identified.	Communications	New: High
2. Make it Easier				
2.1 Existing service could be reviewed from an operational perspective to ensure efficient and quality access to parks.	Transit providers Countywide/ Metro	**METRO LEAD:** NextGen can refer to priority parks and communities (identified in the Transit to Parks analysis) as part of decision-making during NextGen service development.	Operations (Next Gen)	Existing: Low
2.2 Use transit vehicles that are transit to parks friendly.	Cities and municipal agencies. Community-Based Organizations/ Non-Profits/ Park Management Agencies/ Operators / Metro	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** If funding for privately contracted shuttles is secured, Metro could serve as a coordinator by assigning a pickup/drop-off location and coordinating schedules for shuttles that required access to a Metro rail station or stop.	Operations	New: Medium
2.3 Add transit to parks information on metro.net.	Metro/SCAG	**METRO LEAD:** Develop publicly-accessible webpage to house Transit to Parks information.	Planning, Communications	Existing: Low

SUPPORTIVE PROGRAMS AND INITIATIVES

ATTACHMENT D

IMPLEMENTATION TASK	AGENCIES INVOLVED	POSSIBLE ROLES / DESCRIPTION OF POTENTIAL METRO ACTIVITY	METRO DEPARTMENT	METRO RESOURCE CATEGORY
2.4 Support First/Last Mile improvements that encourage safe walking and biking access to parks.	Cities and municipal agencies/ Community-Based Organization/ Non-Profits, Park Management Agencies/ Operators	**METRO LEAD / SUPPORT:** Include FLM connections to identified Facilities of Interest (p.79 of Plan) as part of FLM work program.	Planning (TOC First/Last Mile)	Existing: Low
3. Make it Fun to Use Parks				
3.1 Initiate educational components at park destinations as well as on Transit to Parks shuttles, buses, or other Transit to Parks infrastructure.	Transit providers Countywide Community-Based Organizations/ Non-Profits, Park Management Agencies/ Operators/ Local Schools/ Youth Groups/ Metro	**EXTERNAL PARTNER LEAD** **METRO SUPPORT:** Any educational program should be led/facilitated by the service operator that has secured funding for a shuttle to operate within Transit to Parks program. On a project specific basis, following market research and if funding is secured, Metro support may include a marketing campaign featured in the shuttle or other connecting transit buses or trains.	Communications	New: Medium
4. Make it Last				
4.1 Prioritize transit to parks as an ongoing initiative at the County and local levels.	Transit providers Countywide/ Metro/ Cities and Municipal Agencies/ Metro	**METRO LEAD:** Metro should reference the community-park connections (identified in the Transit to Parks data analysis) when planning existing and future efforts. For example, the community-park connections should be a consideration in NextGen planning and in siting bike share stations.	Planning, Operations	Existing: Low
4.2 Provide grant-writing support for Transit to Parks projects and initiatives.	Metro	**METRO LEAD** Provide grant-writing support services to organizations that wish to apply for grant funds identified in the plan to support pilot solutions and other community-supported transit to parks projects.	Planning (Financial Planning, Programming, and Grants; TOC)	New: Medium
4.3 Revisit the data analysis every 5 years in coordination with LA County Department of Parks and Recreation.	Metro	**METRO LEAD:** Re-run formulas to generate new priority lists depending on need and changes in park amenities and demographics, potentially every 5 years.	Planning (TOC First/Last Mile)	New: Medium
4.4 Initiate demand management at parks to encourage transit-use.	Park management agencies	**EXTERNAL PARTNER LEAD** **METRO SUPPORT**: Metro could coordinate with park management agencies and/or prioritize transit to parks projects where transit demand management strategies are in place.	Planning (TOC First/Last Mile)	New: Medium

Next stop: more access to parks and open space

Transit to Parks Strategic Plan

Planning and Programming Committee
June 19, 2019

Metro

Recommendation

- **ADOPT** Transit to Parks Strategic Plan

Metro

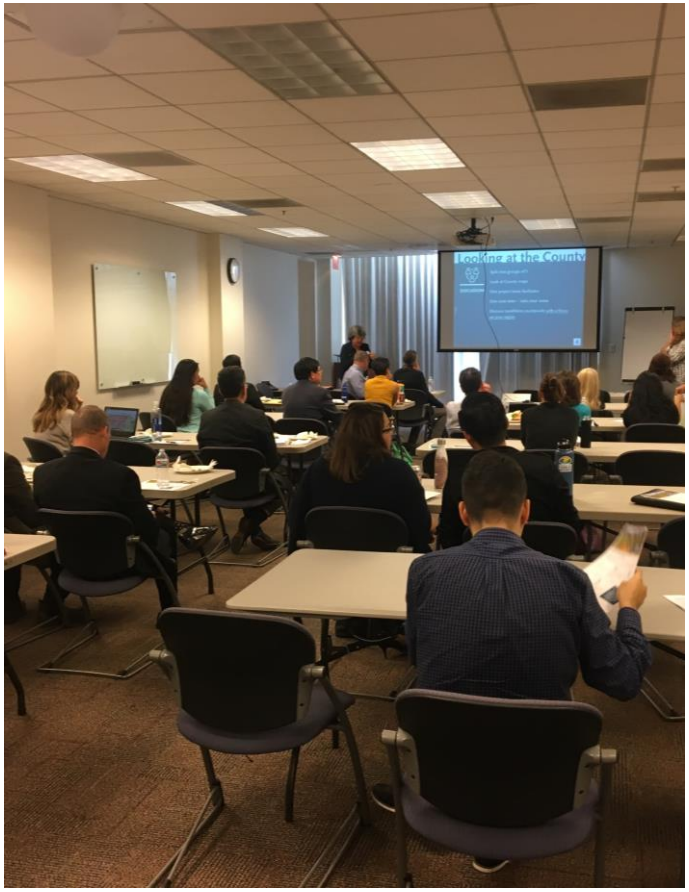
Background

- Community need and interest for increasing park access
- June 2016 Board motion called for action plan to **better connect communities to parks** including:
  - Analysis of existing transit to parks connections and opportunities to increase access, particularly for park-poor disadvantaged communities
  - Recommendations to promote existing park connections and identify opportunities for new transit to parks service and connection
  - Strategies and programs to support implementation including identification of funding sources

Strategic Plan Overview

Process

- ***Advisory committee*** comprised of government agencies and CBOs
- ***Surveys*** of park users from disadvantaged communities in partnership with First 5 LA

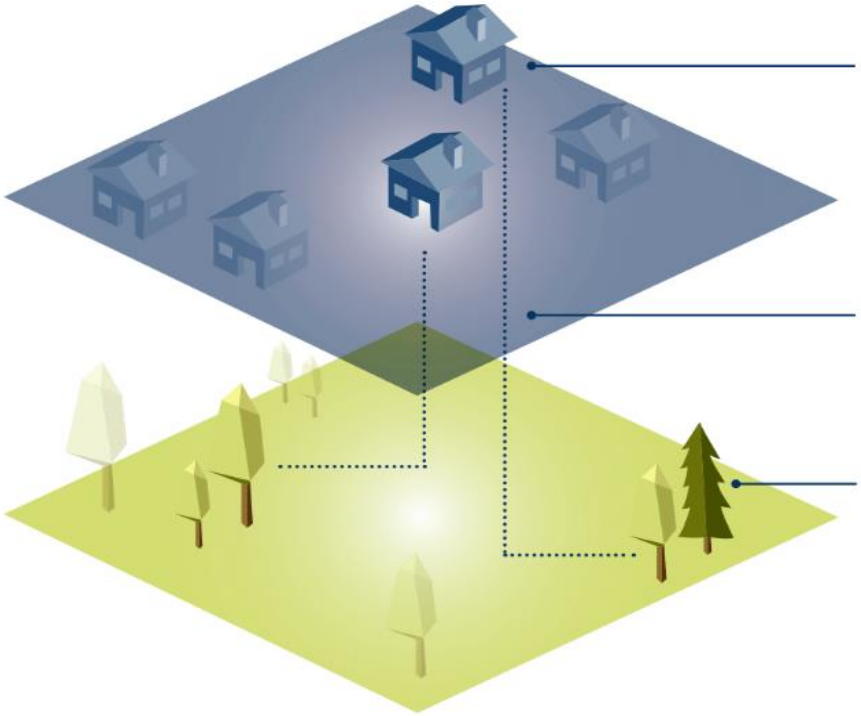


Plan Elements

- Case Studies
- Data Analysis and Mapping
- Recommendations

Data Analysis

- ***Prioritized and mapped connections*** between high-need communities and high-quality parks based on LA County Parks Needs Assessment and stakeholder input



80 "Communities of Interest"

Transit to Parks Solutions

200 "Parks of Interest"

Equity Platform

1. ***Define and Measure:*** Plan creates a needs-based framework that will feature equity in decision-making.
2. ***Listen and Learn:*** Advisory Committee played vital, participatory role in planning process; User surveys
3. ***Focus and Deliver:*** Plan is a blueprint to address inequities in park access

Metro

Supportive Programs and Initiatives

- Plan serves as a ***strategic roadmap*** with a menu of supportive programs and initiatives to consider:
  - ❖ Park access prioritization
  - ❖ Grant-writing support
  - ❖ Mapping and data portal
  - ❖ Park-friendly vehicles
  - ❖ Marketing and incentives
  - ❖ Others

- Identifies four potential ***pilot projects***

- Programs and projects subject to further market research and community engagement on case-by-case basis

Supportive Programs and Initiatives

- Plan identifies ***potential funding sources*** and opportunities for agencies and organizations to ***leverage partnerships*** in improving access to parks and open space
- Potential ***Metro role*** in supporting programs and initiatives are categorized by anticipated resource level:

LOW - EXISTING	No to minimal additional resources for existing work
MEDIUM - NEW	Medium level of additional resources
HIGH - NEW	High level of additional resources

Thank you

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

File #: 2019-0123, **File Type:** Plan **Agenda Number:** 23.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: DIVISION 6 DEVELOPMENT GUIDELINES

ACTION: ADOPT DEVELOPMENT GUIDELINES

RECOMMENDATION

ADOPT Development Guidelines (Attachment A) for the joint development of 3.12 acres of Metro-owned property at the Division 6 site located in the Venice community.

ISSUE

In accordance with the Joint Development (JD) Policy, staff has conducted community outreach to solicit input for the creation of Development Guidelines ("Guidelines") for the Division 6 property. The JD Policy requires Board approval of the Guidelines. If adopted by the Board, the Guidelines will be included in the Request for Interest and Qualifications (RFIQ) for the site.

BACKGROUND

On January 28, 2016, the Metro Board of Directors adopted a motion calling for a community-based process to determine a new use for Division 6 ("Site") through Metro's Joint Development (JD) Program. The site had been in operation as a transit facility for over 100 years before being decommissioned in 2016.

Site Description
Division 6 is located between Main Street and Pacific Avenue and between Sunset Avenue and Thornton Place, and is one of the most desirable development locations in Venice. The property is three blocks from Venice Beach and within a half-mile radius of Abbot Kinney Boulevard, Windward Circle, and the commercial corridors of Main Street and Venice Boulevard, which both continue north to Santa Monica.

DISCUSSION

Findings
The Site is not encumbered by federal requirements to dispose of the property and it has been determined that the Site will not be needed for existing or future transportation needs.

Considerations

The location provides a bathroom for Metro bus operators of the Local 33 bus which will be incorporated into the new development. The 733 Rapid and Santa Monica Big Blue Bus Route 1 also serve that area and are within a five-minute walk of the Site.

Community Outreach

In the fall of 2018, Metro's JD staff initiated an outreach effort to facilitate a community visioning process for the long-term reuse of the Site. The team used various methods to gather feedback and ideas about how the Site could be developed to have a broader positive community impact, increase mobility connections and improve quality of life.

The JD team hired an outside design/urban planning consultant to assist with outreach and creation of the Guidelines, and also worked closely with Community Relations and local elected offices (the Offices of Directors Bonin and Kuehl) to:

- Create a stakeholder outreach/email list;
- Hold focus groups and one-on-one meetings with key stakeholder representatives;
- Hold Workshop 1: "What is the Community's Vision?" on October 25, 2018;
- Hold Workshop 2: "Refining the Vision" on December 1, 2018;
- Hold two Open House events: "Preview of Development Guidelines" on February 20 and March 1, 2019;
- Offer "Virtual Workshop" and "Virtual Open House" with over 1,300 on-line participants;
- Staff a Division 6 informational booth at the Venice Farmers Market throughout the outreach process;
- Participate in various Venice community events; and
- Collect comments through Metro's website, comment cards, email, telephone and social media.

These meetings were publicized through the Division 6 email list, the distribution of 9,000 fliers within a 1/2-mile radius of the site, and through the elected officials' regular news updates, the Venice Neighborhood Council, the Chamber of Commerce, and Facebook.

Participation was strong throughout the outreach process. Between 40 and 50 community stakeholders participated in each of the workshops, and Metro received more than 1,300 responses to the on-line "virtual workshop". Over 90 participants attended the final open house including a pop-up open house held at the Venice Farmers Market. Comments were also taken online and accepted by the Metro team via email, social media, and regular mail for those who were not able to attend the meetings. A summary of the feedback received through the outreach process is included in Appendix A to the Guidelines.

Overview of the Guidelines

The Guidelines provide a set of development and planning principles that are applicable to the property and consistent with Metro's JD Policy and local land use regulations and reflect input received throughout the community visioning process. The Guidelines are not intended to provide

specific design- and construction-related criteria associated with a particular project. If approved, they will be attached to an RFIQ that staff will issue once the Guidelines are adopted by the Board.

The Guidelines are organized into five sections:

1. *Overview* - this section describes Metro's JD Process, the community outreach process to date, and a site description.
2. *Vision for Development* - this section describes the vision for the site and primary goals for reuse of the site.
3. *Regulatory and Policy Framework* - this section provides an overview of the key City of Los Angeles, Coastal Commission, and Metro regulatory documents. This section also outlines various policies to which developers must adhere.
4. *Program Guidelines* - this section establishes and memorializes the essential requirements for a successful partnership with Metro on the development of the site. Recommended uses include: mixed-income housing, community space, retail, public art, open space, walk streets and incorporation of transportation and mobility features.
5. *Development Guidelines* - drawing from the regulatory, policy and transit requirements as well as community feedback, this final section offers a series of guidelines to inform the urban design and environment of the development site, including both recommendations and requirements in the areas of community connectivity, open space, architecture and building design, sustainability and mobility and parking, etc.

The overarching goals that emerged from the visioning process and are captured in the Guidelines include:

- Recognizing that Venice is a coastal community and that development should be sensitive to the environmental complexities of a coastal location;

- Reflecting that Venice is a unique community that desires development that is supportive of existing residents and welcomes newcomers to the community;

- Leveraging culture in the development including community space and art that reflect the diversity and history of Venice; and

- Providing affordable housing and preserving Venice as a mixed-income neighborhood.

The Guidelines provide additional detailed requirements and recommendations for development of the Site. Selection of a future development partner through the RFIQ process will consider the extent to which the proposal responds to the goals and requirements articulated in the Guidelines.

EQUITY PLATFORM

Community outreach for the site has been robust, falling under the "Listen and Learn" pillar of the Equity Platform. Adopting the Guidelines and moving onto the developer solicitation phase will move toward implementation of the "Focus and Deliver" pillar.

DETERMINATION OF SAFETY IMPACT

The adoption of Guidelines will have no direct impact on safety. The eventual implementation of a JD project at the Division 6 site will offer opportunities to improve safety for transit riders through better pedestrian and bicycle facilities.

FINANCIAL IMPACT

Funding for joint development activities related to the Guidelines and any subsequent, related development activity, including the RFIQ process, is included in the FY 20 budget in Cost Center 2210 under Project 401048 (Division 6). Since development of the properties is a multi-year process, the project manager will be accountable for budgeting any costs associated with the joint development activities that will occur in future years. The source of funds is local General Fund - Other for joint development activities, which are eligible for bus/rail operating and capital expenses.

Impact to Budget
Approval of the Guidelines does not impact the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Guidelines allow for a development that is in line with goal 3.2. (Catalyze Transit Oriented Communities) of the Strategic Plan. The Guidelines outline a development that would enhance the community and the lives of community members through mobility and access to opportunity. The Guidelines facilitate the development of additional market rate and affordable housing while preserving the character of Venice.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the Guidelines. This is not recommended because a new development is desired by the community to replace the vacant site. Further, the Guidelines were developed with considerable stakeholder input and the Venice community is expecting movement on the joint development of the Division 6 site; adoption of the Guidelines is a precursor to moving forward with the JD process.

NEXT STEPS

After adoption of the Guidelines, Metro staff will issue an RFIQ for the development of the property. The RFIQ will include the adopted Guidelines. Staff anticipates bringing a recommendation for selection of a developer to the Board in early 2020.

ATTACHMENTS

Attachment A - Development Guidelines for Division 6 Joint Development

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Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0123_Attachment_A_Development_Guidelines_Division_6_Joint_Development.pdf

Next stop: building communities.

Planning and Programming Committee

Division 6 Development Guidelines

June 19, 2019

Legistar File: 2019-0123

Agenda Item 23

Metro

Recommendation

> Approve Division 6 Development Guidelines for Joint Development
  - Development Guidelines are a results of the community outreach process and utilized for the developer solicitation process.

Division 6 Site Overview

- Former Metro bus maintenance facility
- 3.12 acre parcel
- Located blocks from Venice Beach and Abbot Kinney Boulevard

Division 6 Site and Existing Conditions, Google Maps, 2019

Background

January 2016

> Board motion adopted to determine new use for Division 6 though Metro's Joint Development Program

Fall 2018

> Initiated community outreach process

Outreach Events

October 25, 2018

> Workshop 1: "What is the Community's Vision?"

December 1, 2018

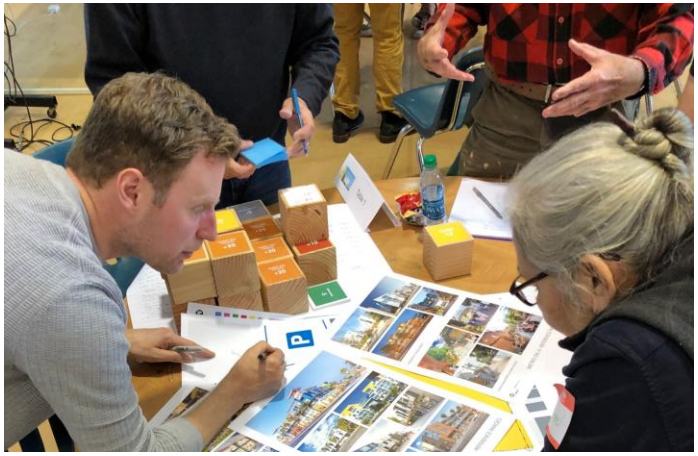
> Workshop 2: "Refining the Vision"

February 20, 2019

> Open House Event: "Preview of Development Guidelines"

March 1, 2019

> Pop-Up Open House Event Venice Farmer's Market: "Preview of Development Guidelines"



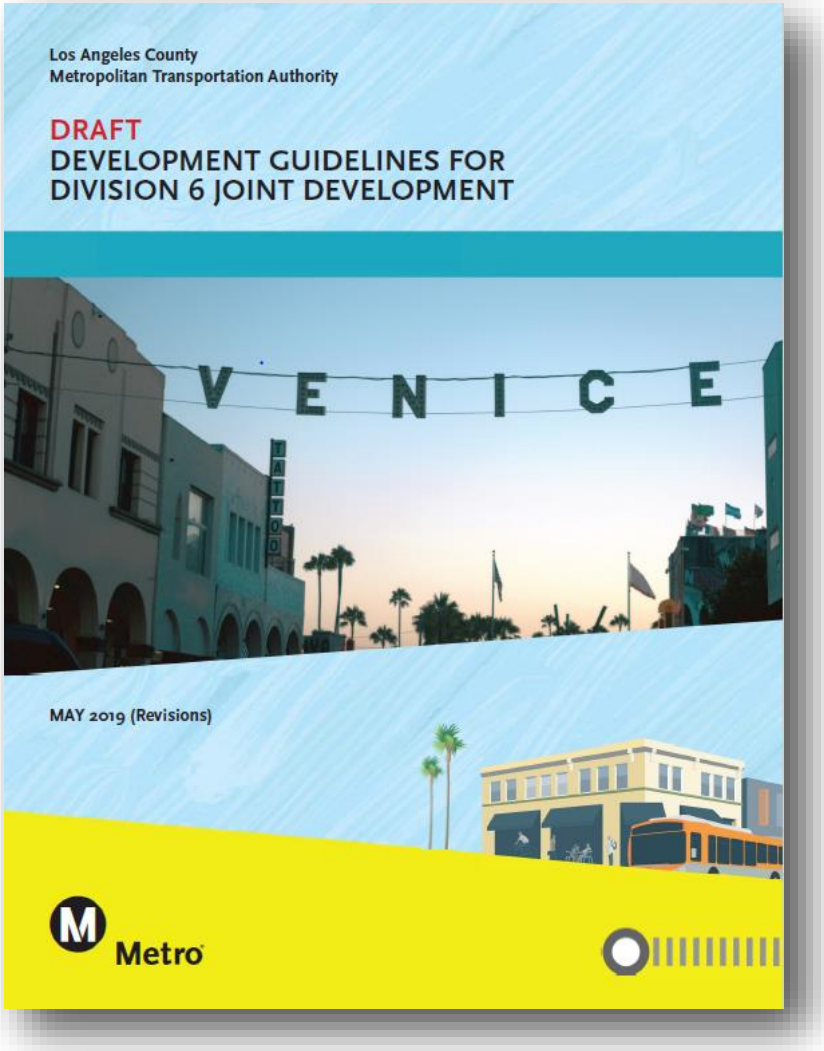
Additional Outreach Efforts

- Focus Groups with Community Stakeholders
- Booth at Venice Famers Market and presence at local community events
- “Virtual Workshop” and “Virtual Open House”
  - Over 1,300 On-line Participants
- 9,000 Hand Delivered Flyers
- Community comment collection
  - Email, website, comment cards, social media

Metro

Development Guidelines

1. Overview
2. Vision for Development
3. Regulatory and Policy Framework
4. Program Guidelines
5. Development Guidelines



Metro

Next Steps

Summer 2019

- Building Partnerships event
- Release RFIQ

Winter 2019

- Complete evaluation of responses

Spring 2020

- Recommendation to Board for selection of a developer

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

File #: 2019-0170, **File Type:** Plan **Agenda Number:** 24.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE FOOTHILL EXTENSION 2B

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;

B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and

C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

ISSUE

Board Motion 14.1 (May 2016) directed staff to develop First/Last Mile (FLM) plans for future Metro transit projects including Aviation/96th St. Station and Gold Line Foothill Extension 2B (GL2B) stations. The Aviation/96th St. Station FLM Plan and the GL2B FLM Plan (collectively, the "Plans") were developed in close coordination with local jurisdictions and community stakeholders and are recommended to the Board for adoption.

The Plans serve as a blueprint for future investment in access and safety improvements around stations. Adoption of the completed Plans by the Metro Board better positions FLM improvements for funding and implementation. Next steps for implementing the Plans will be presented to the Board following the adoption of the FLM Guidelines in fall 2019.

BACKGROUND

FLM planning was undertaken for the Aviation/96th St. Station (also referred to as Airport Metro Connector) and five stations along the GL2B alignment: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. The Plans were developed following Metro's FLM methodology from the 2014 Board-adopted FLM Strategic Plan.

The process included:

- walk audits of the station areas
- development of draft pathway networks and project ideas
- community engagement events
- finalization of pathway networks and project ideas
- ongoing local jurisdiction coordination

As with other Metro-led FLM plans, the Plans were developed in close coordination with local jurisdictions and other agencies. The process emphasized extensive community engagement, and prioritized projects that improve safety and connectivity. Detailed description of the community process is included in each plan - the Process chapter in the Aviation/96th St. Station Plan and the Planning Process chapter in the GL2B FLM Plan.

DISCUSSION

The Plans identify walking and bicycling improvements within the ½-mile and 3-mile radius of each station such as new enhanced crosswalks; pedestrian-scale lighting; street trees and planting; and various bicycle facilities. Each plan describes a general approach for implementation and funding opportunities with specific implementation steps to be developed after completion of FLM Guidelines in fall 2019. Improvements identified in the plans require additional steps including feasibility analysis, environmental review, and design.

Additional highlights and unique aspects of the Plans and process include the following:

Aviation/96th St. Station First/Last Mile Plan

- Numerous planned and under construction streetscape and access improvements being led by local jurisdictions (cities of Los Angeles and Inglewood) and Los Angeles World Airports (LAWA) required substantial coordination, and as such:
- The Plan emphasizes and prioritizes projects that fill gaps in the access network and complement improvements planned and underway.
- Metro also endeavored to reflect the full range of input through inclusive community engagement. More information is available on pages 18 to 21 in the Process chapter.

Gold Line Foothill Extension 2B First/Last Mile Plan

- The project team engaged a community-based organization (CBO) ActiveSGV (formerly BikeSGV) to help inform the approach to community engagement and ultimately the final Plan as well as conduct intercept interviews to reach community members who may not be well served by traditional outreach methods.
- The FLM project ideas and recommendations in the Plan take into account changes to the transit project phasing that arose during development of this plan. Notably, the project team worked to ensure that the FLM project ideas were responsive to a temporary terminus at the Pomona North Station as well as a build out of the full line.
- The corridor cities noted that there are unique access challenges for stations located in a suburban context. The Plan discusses approaches and examples (such as shuttling) that can

be found in Chapter 3: Regional Recommendations. The plan also identifies regional biking facilities that span multiple cities and would be important continuity for people using bicycles to access the stations or other destinations.

An Executive Summary of the Aviation/96th St. Station Plan is included as Attachment A and a link to the full Plan is included as Attachment B. The GL2B FLM Plan Executive Summary is included as Attachment C and a link to the full Plan is included as Attachment D.

Implementation Considerations

FLM Guidelines are currently in development to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2), with anticipated Board consideration in fall 2019. FLM Guidelines will contemplate a standard approach for advancing FLM improvements for new Metro transit projects.

In a September 2018 update to the Board on the FLM Program, the Aviation/96th Street and GL2B Plans were defined as “transitional” because the transit corridor projects have already advanced beyond key milestones, preventing the inclusion of FLM improvements as part of the transit capital project delivery. The Board Box indicated that the implementation approach will be determined and reported to the Board as FLM plans are completed for all transitional projects. As such, staff will return to the Board following the adoption of the FLM Guidelines with recommendations for specific implementation steps for these “transitional” Plans.

Of note with respect to the GL2B FLM Plan, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the “Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont”. This agreement allows GL2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Equity Platform

The Plans further the Equity Platform Pillar II - Listen and Learn, with inclusive and meaningful community involvement using various engagement tools including: community events, group discussions, and one-on-one stakeholder phone calls. As mentioned above, the GL2B FLM Plan engaged ActiveSGV, a community-based organization, to inform the plan development and carry out community engagement.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plans is to improve safety for transit riders and non-riders who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.
The Plans also identify projects that can assist in further closing potential gaps in walking and bicycling infrastructure.

FINANCIAL IMPACT

Adoption of this item has no impact to the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further Strategic Plan Goal #2 to deliver outstanding trip experience for all users of the transportation system, through improving customers' FLM experience.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plans. This alternative is not recommended because the Plans were developed in response to previous Board action and with involvement from local jurisdiction stakeholders and the community. Further, if the Board decides not to adopt the GL2B FLM Plan, then the GL2B cities would not be able to apply FLM expenditures from the FLM Plan toward their 3% local contribution to the transit project per the funding agreement between Metro and the Foothill Gold Line Construction Authority dated July 1, 2017.

NEXT STEPS

Staff anticipates returning to the Board concurrent with or following adoption of FLM Guidelines (anticipated fall 2019) with specific implementation recommendations for each of the Plans in line with the FLM Guidelines.

ATTACHMENTS

Attachment A - Aviation/96th St. Station First/Last Mile Plan Executive Summary
Attachment B - Aviation/96th St. Station First/Last Mile Plan
Attachment C - Gold Line Foothill Extension 2B First/Last Mile Plan Executive Summary
Attachment D - Gold Line Foothill Extension 2B First/Last Mile Plan

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Next stop: our healthy future.

AVIATION/96TH STREET FIRST/LAST MILE PLAN

3/22/19

Metro

An individual's transit trip is understood as the entire journey from origin to destination. Individuals may walk, drive, ride a bicycle, take a train, or – in many cases – combine several modes to get to a destination. Bus and rail services often form the core of a trip, but transit riders complete the first and last portion on their own. As riders have different needs and preferences, a First/Last Mile Plan examines the areas around Metro stations at varying distances. Most people may only walk a half-mile to a station, but someone on a bicycle may be comfortable riding up to three miles to get to a transit station. The overall goal of first/ last mile planning is to improve conditions surrounding stations to enhance an individual's entire journey – from beginning to end.

The Aviation/96th St. First/Last Mile (FLM) Plan is part of an ongoing effort to increase the accessibility, safety, and comfort of the area surrounding the future LAX/Metro station. The plan documents community-guided first/last mile improvements around the station.

In coordination with local jurisdictions and other agencies, including the City of Inglewood, City of Los Angeles, and LAWA, the Aviation/96th St. Station First/Last Mile Plan builds on the ongoing development and transportation changes occurring in the area. The Plan's recommendations recognize and complement existing planning and construction efforts. Funding for implementation has not yet been confirmed for this station, but potential funding sources are summarized in Appendix E.

Key Findings

This station faces unique challenges and opportunities from a first/ last mile perspective. The area is characterized by long blocks and wide arterials, which are primarily designed for vehicle circulation; walking and bicycling around the area can be difficult.

Given existing conditions surrounding the station, important recommendations include:

- Crosswalk improvements, such as high visibility striping, dual curb ramps, and pedestrian signals
- Sidewalk improvements, such as new sidewalks along streets feeding the transit station, and repaving
- Bicycle infrastructure that promotes safety, and includes (where feasible) separation from vehicular traffic
- More lighting for people walking, biking, or otherwise 'rolling' to the station at night
- Visual enhancements that reflect the unique history and characteristics of the city and individual communities

Planning for Changes

This Plan has the opportunity to influence the changing landscape of the area. The Crenshaw/LAX Transit Project will connect to the Los Angeles International Airport (LAX) and to numerous new developments that are being planned and constructed.

Relevant Existing Plans

- Century Streetscape Plan: Provides guidelines and standards for streetscape improvements along Century Boulevard within the City of Los Angeles (City of Los Angeles)
- Hollywood Park Specific Plan/ LA Stadium and Entertainment District: Proposes a vibrant city center with an array of mixed- uses to enhance economic development (City of Inglewood)
- Metro Crenshaw/LAX Transit Corridor Joint Development Strategic Plan: Identifies potential joint development sites and opportunities for integration with transit facilities (Metro)

Relevant Plans in Progress

- Los Angeles International Airports Landside Access Modernization Program: Creates a ground transportation network to improve current traffic conditions and support multimodal access around LAX (LAWA)
- Metro NextGen Bus Study: Restructures the existing Metro bus network to better respond to changing travel patterns across the region (Metro)

Relevant Development in the Works

- Crenshaw/LAX Light-Rail Transit Project (Metro)
- Los Angeles Stadium and Entertainment District (City of Inglewood)
- Los Angeles Airport Automated People Mover (LAWA)
- A potential new basketball arena (City of Inglewood)

From an Auto-to Transit-Oriented Culture

Existing infrastructure and development patterns in this area support an auto-oriented lifestyle. Automobile volumes and speeds are high along most of the city's arterials and major collectors. Given that the location of the new light rail alignment was formerly used as a freight corridor, the existing street design presents difficulties for those walking, biking, and rolling. Through our community engagement process, community members expressed enthusiasm about public transit and the new light rail line. This Plan identifies many opportunities to create safer access for those walking and rolling to the future station.

Community engagement was an important component of the Aviation/96th St. Station First/ Last Mile Plan, and the process drew participation from local residents. Community members provided feedback through walk audits, stakeholder interviews, and community events. Feedback broadly supported first/last mile improvements. More details are outlined in the Process chapter.

Broader Concerns and Guidance

The planned developments surrounding the Aviation/96th St. station indicate a changing landscape and present potential challenges that need to be addressed. Metro is sensitive to both the benefits and drawbacks of new transportation investment and the related challenges of community change. Unintentional consequences of transportation investment, such as

gentrification, can lead to rising property values and rents and can also cause displacement of existing low income residents and/or businesses. This can affect neighborhoods and individuals in various ways, including displacing the very residents who are most likely to use transit. Community engagement creates a space to capture hopes, visions, and concerns regarding unintended impacts, while also promoting a dialog around solutions.

Additional policies and precedents inform this plan and acknowledge, in particular, the urgency for Metro and stakeholders to ensure that the benefits of transit investments are realized broadly and especially for existing residents. The Blue Line First/Last Mile: A Community- Based Process and Plan (https:// www.metro.net/projects/transit- oriented-communities/blue-line-flm/) sets the bar for future first/ last mile plans – engaging the community in every aspect of design and development and addressing broader historic inequities and consequences of disinvestment within the communities studied. Metro's Transit Oriented Communities (TOC) Policy, adopted in June 2018, sets broad goals for realizing holistic land use and community development along transit corridors. Enhancing access to transit, deep community engagement, and preservation and stabilization of communities are key goals of the Policy. This plan proposes safe and comfortable routes to public transit, built upon support and feedback from the multiple lenses of the community. In addition, in February 2018, the Metro Board adopted the Metro Equity Platform Framework – a policy aimed at addressing equity disparities by employing the following strategies agency-wide:

- Define and Measure
- Listen and Learn
- Focus and Deliver
- Train and Grow

Equity concerns, as described above, were raised during community events and stakeholder conversations. As such, involved local jurisdictions and agencies are encouraged to continue a dialogue with the community about these issues and to address policies and programs that protect, preserve, and enhance existing communities and those most vulnerable to displacement or other unintended impacts Metro anticipates assisting in this effort as equity policies continue to evolve. Metro can provide guidance and assistance in these efforts as equity policies continue to evolve.

Plan Contents

Introduction

This chapter explains why first/ last mile is important to Metro. It defines and describes first/last mile planning, with Metro's various first/last mile policies and commitments. It further summarizes the first/last mile challenges and opportunities in the area.

Existing Plans & Projects

There are many ongoing planning efforts around the station that will impact first/last mile planning. This chapter gives an overview of current and future plans in the area to better understand how first/last mile improvements will complement upcoming changes.

Process
This chapter describes the steps taken to create the plan, including development of a web application (web app) for the walk audit, project dashboard, stakeholder conversations, a community event, and report preparation.

Recommendations
The recommendations introduce first/last mile improvements for the station and include Tier 2 projects that are studied in more detail.

Next Steps
This short chapter describes the next steps after Metro Board adoption, focusing on implementation.

Lessons Learned
This chapter provides insights to others as they undergo first/last mile studies, sharing lessons learned about the process of analysis, community input, and the drafting of the pathway network.

Appendix
The Appendix includes key items produced during Plan formation: the Walk Audit Summary, Existing Plans & Projects Memo, the Pathway Origin Matrix, the Costing Assumptions/Details, and the Funding Plan.

Attachment B – Aviation/96th St. Station First/Last Mile Plan

The full Aviation/96th St. Station Plan can be accessed via the web at this link:
http://media.metro.net/projects_studies/FLM/images/board_report_Aviation96_FLM_2019-03.pdf

ATTACHMENT C

Next stop: connected communities.

GOLD LINE FOOTHILL EXTENSION 2B FIRST/LAST MILE PLAN

Executive Summary

Metro

SPRING 2019

The overall goal of first/last mile (FLM) planning is to enhance transit riders' experience getting to and from the transit station, thereby improving their entire trip from beginning to end. The term "first/last mile" refers to the first and last part of transit trips, although the actual distance traveled varies. Metro's FLM planning methodology follows key steps that are aimed at understanding the FLM portion of transit trips and emphasizes community and local engagement throughout the process. FLM planning also takes into account a number of transportation modes: walking, bicycling, skateboarding, wheelchair or stroller use, among others. Multiple types of projects are important to address how customers experience their journey to a Metro station.

This Plan envisions a pathway network surrounding each station. Distinct FLM projects, subject to further analysis and design, are recommended along the pathway network and a prioritized project list further refines the projects identified in the Plan. Access improvements and strategies are tailored to the suburban context for these Foothill communities, as discussed further below. The following project types are proposed to foster a more pleasant journey to the transit station:

- new and improved sidewalks and crossings;
- walkways or shared streets;
- plazas;
- street trees and shade;
- sidewalk lighting;
- street furniture;
- visual enhancements; pick up / drop off;
- enhanced bus stop; shared use path;
- bike facilities including bike lanes, bike boulevards, and separated bikeways;
- bike parking;
- and bike share.

At the time of the Plan's completion, Metro is developing FLM guidelines to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2). The FLM Guidelines are anticipated for Board consideration in fall 2019, and this Plan is positioned for further consideration by the Board at that time. It is also important to note that, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the "Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont". This agreement allows Gold Line Extension 2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

<u>Gold Line Foothill Extension 2B Stations</u>

The Metro Gold Line is an existing light rail line connecting San Gabriel Valley communities to Downtown Los Angeles and the rest of the Metro system. The Gold Line Foothill Extension 2B is planned to extend the line 12.3 miles to the east from its current

terminus at APU/Citrus Station to Montclair. Stations have been planned in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This Plan addresses first/last mile connections for the five stations in Los Angeles County: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. These station areas have unique attributes and share suburban characteristics. To be responsive to this context, the project team researched FLM case studies from similar suburban areas around the region and the country.

Community Engagement

Input from the community was central to the process to develop this Plan. The project team included ActiveSGV, a community-based organization whose mission is "to support a more sustainable, equitable, and livable San Gabriel Valley" and they were instrumental in helping the team reach community members. Overall, the project team engaged the community over the course of 30 events or meetings and learned that the top three most requested types of projects were sidewalk lighting, new and improved crossings, and shared use paths. Underpinning the approach was the desire to engage the community at times and locations that were already popular in the community such as fairs and festivals; parks; Women, Infants and Children (WIC) offices; and standing community meetings, for example.

Regional Recommendations

Based on feedback from city staff and the community, this Plan takes a wider regional perspective to evaluate connections among the five stations and the project team researched suburban-context-specific FLM improvements. Several regional-level recommendations are included in Chapter 3 and are based on case study research. These recommendations include:

- Regional bicycle/rolling mode facilities to provide continuous connections or address gaps in the network among the station areas
- Wayfinding signage consistency among jurisdictions
- Sidewalk lighting that is sensitive to each community's specific preferences
- FLM-supportive programs that, in concert with the infrastructure improvements, would enhance the customer experience accessing the stations

Implementation Approaches

Implementation is an opportunity to focus on transit customers' experience as well as refine project details and contemplate design of the project ideas in the Plan. A seamless experience will require multiple jurisdictions in the station area to work together on implementation. The Plan outlines approaches that could be taken to facilitate next steps for the projects identified in this Plan. Implementation steps have not been solidified for the projects in this Plan and will require agreement, action, and funding identification on the part of multiple entities such as such as Metro, the Foothill Gold Line Construction Authority, local cities, local transit providers, and even local property owners.

The implementation approaches described in the Plan are:

- Adoption of the FLM Plan by cities, which can strengthen city-led applications for grant funding for FLM projects in the Plan.
- Integration into existing local plans could further memorialize the community input and project ideas.
- Integration into existing local programs allows FLM improvements to be made as the opportunity arises through the course of cities' other efforts.
- Integration in local Capital Improvement Programs can align FLM implementation with already planned capital improvements.
- Consideration of opportunities to implement via Construction Authority activities, which are ongoing discussions at the time of publication.
- Conditions of Development as private property turns over or is developed in response to market changes.
- Initiate or modify MicroTransit, shuttle, ridehailing and/or micromobility programs informed by evolving best practices.
- Pursue external funding sources that are appropriate for FLM project types, such as the State Active Transportation Program.

The Plan also evaluated implementation complexity criteria for any given project taking into account different factors related to design, process, and community input.

Plan Contents

The first four chapters of the Plan describe: the policy framework underpinning the development (Chapter 1 - Introduction); the planning steps such as FLM methodology, community engagement approach, and project prioritization methodology (Chapter 2 – Planning Process); high-level regional and programming recommendations applicable to the suburban context (Chapter 3 - Regional Recommendations); and possible approaches to implementation (Chapter 4 - Implementation Strategies).

In order from west to east, each station has a dedicated chapter that covers that station's specific pathway networks, project ideas, prioritized project lists, and description of projects:

- Glendora - Chapter 5
- San Dimas - Chapter 6
- La Verne/Fairplex - Chapter 7
- Pomona North - Chapter 8
- Claremont - Chapter 9

Four appendices are included in the Plan with more technical details: Appendix A - Walk Audit Summary Memo; Appendix B - Community Engagement Memo; Appendix C - Pedestrian and Bicycle Barriers; Appendix D - Cost Range Factors.

Attachment D – Gold Line Foothill Extension 2B First/Last Mile Plan

The full GL2B Plan can be accessed via the web at this link:
http://media.metro.net/projects_studies/FLM/images/final_plan_FLM_GoldLineFoothillExtension2b.pdf

Next stop: vibrant communities.

First/Last Mile Plans –
Aviation/96th St. Station and
Gold Line Foothill Extension 2B

Planning and Programming Committee
June 19, 2019

Metro

Recommendation

A. ADOPT Aviation 96th St. Station First/Last Mile Plan

B. ADOPT Gold Line Foothill Extension 2B First/Last Mile Plan

C. DIRECT staff to return to the Board fall 2019 re: implementation recommendations

Background

First/Last Mile (FLM) Plans

- Aviation/96th St. Station
- Gold Line Foothill Extension 2B Stations:
  - Glendora
  - San Dimas
  - La Verne/Fairplex
  - Pomona North
  - Claremont

Metro

First/Last Mile Methodology and Process

- Step 1: Site Area Definition
- Step 2: Analyze Existing Conditions
  - A: Preliminary Station Analysis
  - B: Overlay Maps
  - C: Walking Route & Walk Audit
- Step 3: Lay Out Pathway Network
- Step 4: Community Engagement
- Step 5: Develop Station Area Plans

Metro

Aviation/96th St. Station FLM

- Coordination with multiple committed planning and construction efforts
- Emphasis on filling gaps
- Complement other projects connecting to LAX

Gold Line Foothill Extension 2B FLM

- CBO partner: ActiveSGV
- Responsive to transit project phasing and design
- Close coordination with city staff and extensive community engagement
- Suburban-context specific recommendations

Metro

Implementation Considerations

- Staff to return to Board after FLM Guidelines are completed (anticipated fall 2019) with implementation recommendations

- FLM Guidelines contemplate standard approach to FLM project delivery for transit corridor projects

- GL2B – funding agreement allows cities to apply FLM expenditures in adopted plan toward 3% contribution

Thank you

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

Metro

Board Report

File #: 2019-0292, **File Type:** Project **Agenda Number:** 25.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the North San Fernando Valley BRT Corridor Alternatives Analysis Study Report; and

B. AUTHORIZING the CEO to initiate the Environmental Study based on the recommended project with design variations.

ISSUE

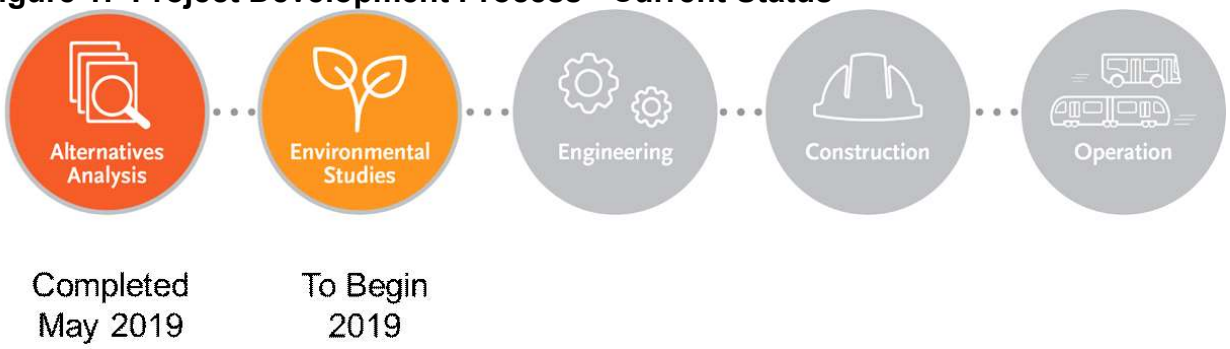
The North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Improvements Project is a Measure M project, with a projected opening date between FY 2023 and FY 2025. Currently $180 million in Measure M funds is allocated for this project. This project is also included in the Twenty-Eight by '28 Initiative adopted by the Board in January 2018.

To meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternative Analysis (AA) and environmental review study, respectively. This report includes the findings from the initial AA Phase and a recommendation for what to advance into environmental review.

Figure 1 shows where we are in the Project Development Process. Within the Planning Process, specifically, the project has completed the Alternatives Analysis and with this Board action would begin the Initial Study and Draft Environmental Clearance document. Final Environmental Clearance is the last step of the planning process.

powered by Legistar™

Figure 1: Project Development Process - Current Status



BACKGROUND

Metro is building an extensive transit network to connect the San Fernando Valley to the greater Los Angeles Region. The North SFV BRT project will close a significant gap in Metro's current transit network in the San Fernando Valley. The addition of a high-capacity, east-west transit service to provide access will enable people to spend less time traveling between key activity centers, including California State University Northridge (CSUN), Panorama City, and North Hollywood. The key challenge for the North SFV BRT is to design a premium transit service that offers outstanding trip experiences and improves regional connectivity while operating within existing right-of-way on local streets and roads.

The North SFV BRT Improvements Project Study Area (Attachment A) extends approximately 18 miles and includes the City of Los Angeles neighborhoods of Chatsworth, Northridge, North Hills, Panorama City, Sun Valley, Pacoima, Sylmar, North Hollywood and the City of San Fernando, with potential transit connections to the Chatsworth and Sylmar/San Fernando Metrolink Stations, Metro Orange Line, future East San Fernando Valley (ESFV) Rail line, future North Hollywood to Pasadena BRT line and the Metro Red Line at the North Hollywood Station. Significant land use changes are being contemplated by the City of Los Angeles within the project study area. Furthermore, significant development activity is also in the review and delivery pipeline.

The Metro Board of Directors gave approval to initiate a technical study preceding environmental review for the project back in March 2017. In September 2017, the North SFV BRT Environmental Framework Report was completed, which established a study area and identified three preliminary BRT concepts (Attachment B) for the purpose of framing the approach to the next more detailed study phase. These options all connect with Chatsworth on the west. One option goes north to Sylmar and the other two options connect to North Hollywood.

In May 2018, the Board authorized the CEO to award and execute Contract No. AE49337000 to IBI Group, to complete the Planning and Environmental Study (Legistar File No. 2018-0130) for the North SFV BRT Corridor. The purpose of this contract is to develop the North SFV BRT project from concept, through alternatives analysis, environmental clearance following the California Environmental Quality Act (CEQA) guidelines, with an optional task to complete advanced conceptual engineering or preliminary engineering of the preferred alternative.

DISCUSSION

Since June 2018, work has been underway to establish the Purpose and Need of the project, reassess the three initial BRT concepts, conduct stakeholder briefings and public participation meetings to solicit input, and further develop the alignment options for the project. Three refined project options were presented to the community beginning in September 2018 and are shown in Attachment C. The public's input, along with more detailed planning and conceptual engineering resulted in refining the three alignment options to a total of seven possible alignment options for further evaluation of their comparative performance in the Alternatives Analysis assessment.

Evaluation of Alternatives

With the refined alternatives identified, a set of evaluation criteria was then applied to each in order to determine the highest performing alternative(s) for advancement into environmental review. The evaluation criteria used included projected ridership, travel time and reliability, cost effectiveness, environmental benefits, land use connectivity, equity, economic development effects, public support and other measures detailed in the full AA report and summarized in the attached Executive Summary (Attachment D).

A key finding of the AA is that terminating in North Hollywood better meets the project purpose and need than terminating in Sylmar/San Fernando. This is because the future East San Fernando Valley light rail line will provide more frequent and faster service to Sylmar/San Fernando than what the North SFV BRT line could provide.

Based on the results of the analysis, the Nordhoff to North Hollywood option is the highest performing route that best meets the project purpose and need. This option is a hybrid of the Nordhoff and Roscoe alignment options, which enables the route to link activity centers along Nordhoff St. in the central and western portion of the study area with concentrated activity centers in the east, where the route transitions south to Roscoe Blvd. The analysis demonstrates it is the preferred project with respect to mobility, construction, environmental, economic development, cost effectiveness, and public acceptance. The ridership is projected to be between 27,461 and 28,652 daily boardings. These numbers are most valuable for distinguishing between the relative performance of the options studied in the AA and will continue to be refined through the environmental process. Several design variations have been identified for further review during the environmental phase. Key issues to address as the project advances include connections with other Metro Projects, interactions with the I -405 freeway ramps, and right-of-way constraints.

The success of the North SFV BRT project is interdependent with both the future ESFV Rail Transit Corridor project and the Metro Orange Line improvements project. Project teams are exchanging information and input on station and gating plans and working towards a seamless transfer at the potential Valley transit hub emerging at the future Roscoe Station in the Panorama City area.

See Attachment D, the AA Executive Summary, for more detail on the evaluation of alternatives, and Attachment E for a map of the proposed project with route variations.

Stakeholder Outreach

Beginning in September 2018, staff initiated an outreach process that engaged and informed stakeholders through traditional and non-traditional outreach approaches with the goal to encourage input on the project. This process includes a wide range of opportunities for feedback that is

designed to be transparent and inclusive. Since June 2018, the project team has met regularly with the local cities, key stakeholders, and the public within the project study area. By the conclusion of the initial outreach process in November 2018, Metro held a total of 18 stakeholder meetings and five community meetings, with the goal of informing the public about the proposed project, gathering input, and hearing community issues, concerns and suggestions.

Public and stakeholder engagement will continue during the environmental review phase to further inform and define the project. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, are planned during this next phase. The public scoping meetings are currently planned for August 2019.

Consistency with Measure M
This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System, consistent with the Measure M Ordinance.

Consistency with Metro's Equity Platform Framework
The goal of the North San Fernando Valley BRT project is to provide a premium east-west transit service that fills a gap in the regional transit network and links key activity and employment centers including improved access to education and essential services. CSUN is the largest stakeholder and travel generator in the study area, and has the second highest number of students in the nation receiving need-based federal assistance. This project will look to lower existing transit travel time, increase service reliability, enhance mobility, and improve the customer experience for transit-dependent/low income individuals.

Community outreach efforts will continue to include innovative and comprehensive approaches that engage historically underserved communities with the intention of producing outcomes that promote and sustain opportunities and avoid increasing disparity. The project will strive to maintain consistency with Metro's Equity Platform Framework during each phase of project development.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees because this project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

Funding of $2.3 million is included in the FY20 proposed budget request in Cost Center 4360, Project 471403 (North San Fernando Valley BRT Corridor) to continue with the Environmental Study and on-going community outreach. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years through completion of the environmental studies.

Impact to Budget
The funding source for the North San Fernando Valley BRT Corridor project is Measure M 35% Transit Construction. These funds are earmarked for the North San Fernando Valley BRT project and are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Provide high-quality mobility options that enable people to spend less time traveling.

The introduction of bus rapid transit service will provide a high-quality mobility option that addresses a significant gap in the high-capacity transit network to enable people to spend less time traveling.

- Deliver outstanding trip experiences for all users of the transportation system.

Planned stations and amenities will offer protection from the elements and speed up boarding, improving trip experiences for Metro customers.

- Enhance communities and lives through mobility and access to opportunity.

The project will provide an opportunity for local jurisdictions to partner with Metro to advance first/last mile planning, green/sustainable infrastructure, active transportation, and urban design along the corridor.

Potential improvements include dedicated bus lanes, enhanced stations, transit signal priority, improved service frequency and reliability, reduced travel times, and zero-emission buses.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Project to the next phase of environmental review. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M opening date.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will continue with the next phase of environmental review, including public scoping meetings and preparation of the Initial Study and appropriate level of environmental document in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - North San Fernando Valley BRT Project Study Area
Attachment B - Initial BRT Concepts September 2017
Attachment C - Refined Project Options September 2018
Attachment D - Alternatives Analysis Report Executive Summary
Attachment E - Proposed Project with Route Variations

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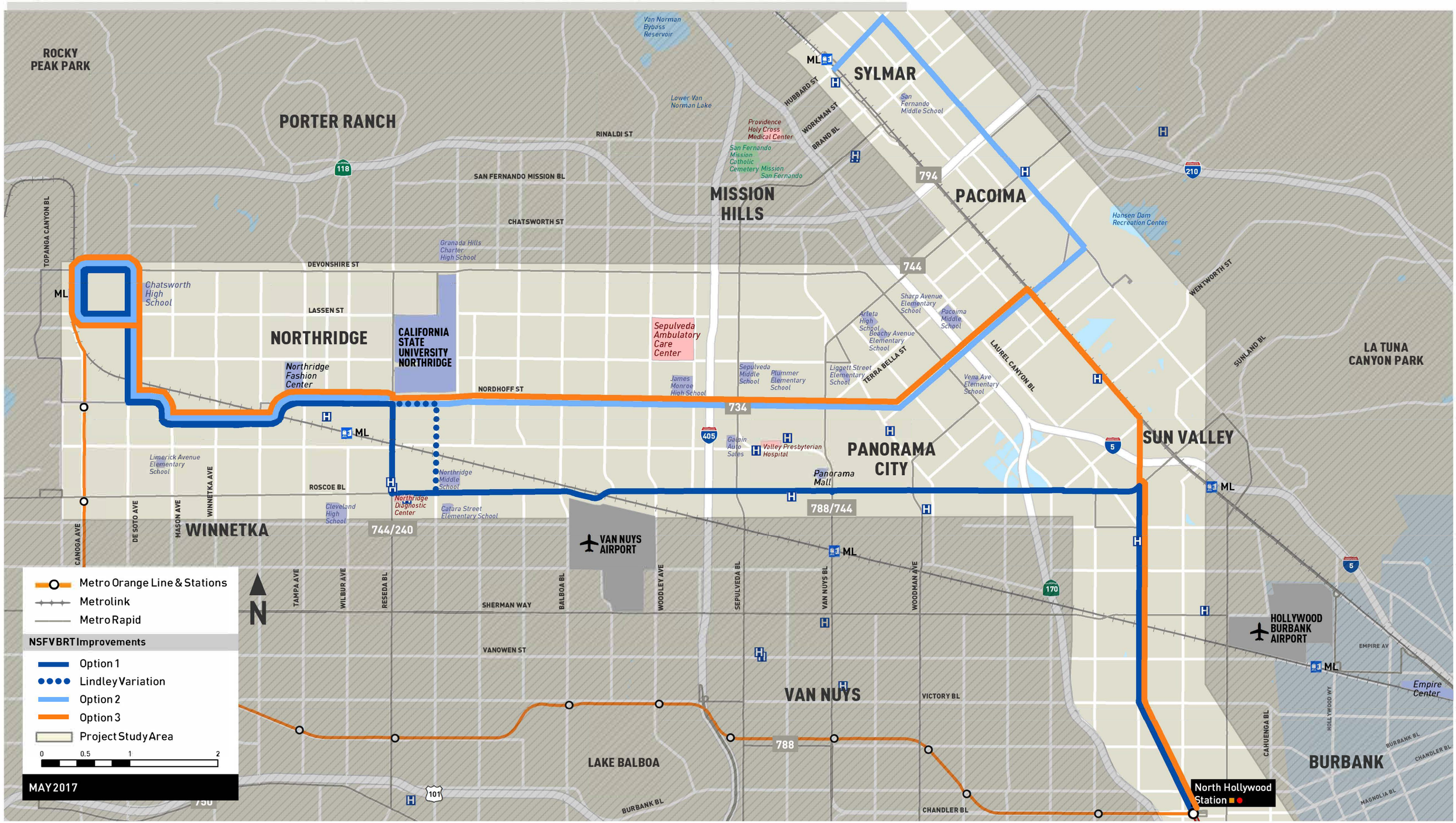
Phillip A. Washington
Chief Executive Officer

North San Fernando Valley BRT Project Study Area

Metro

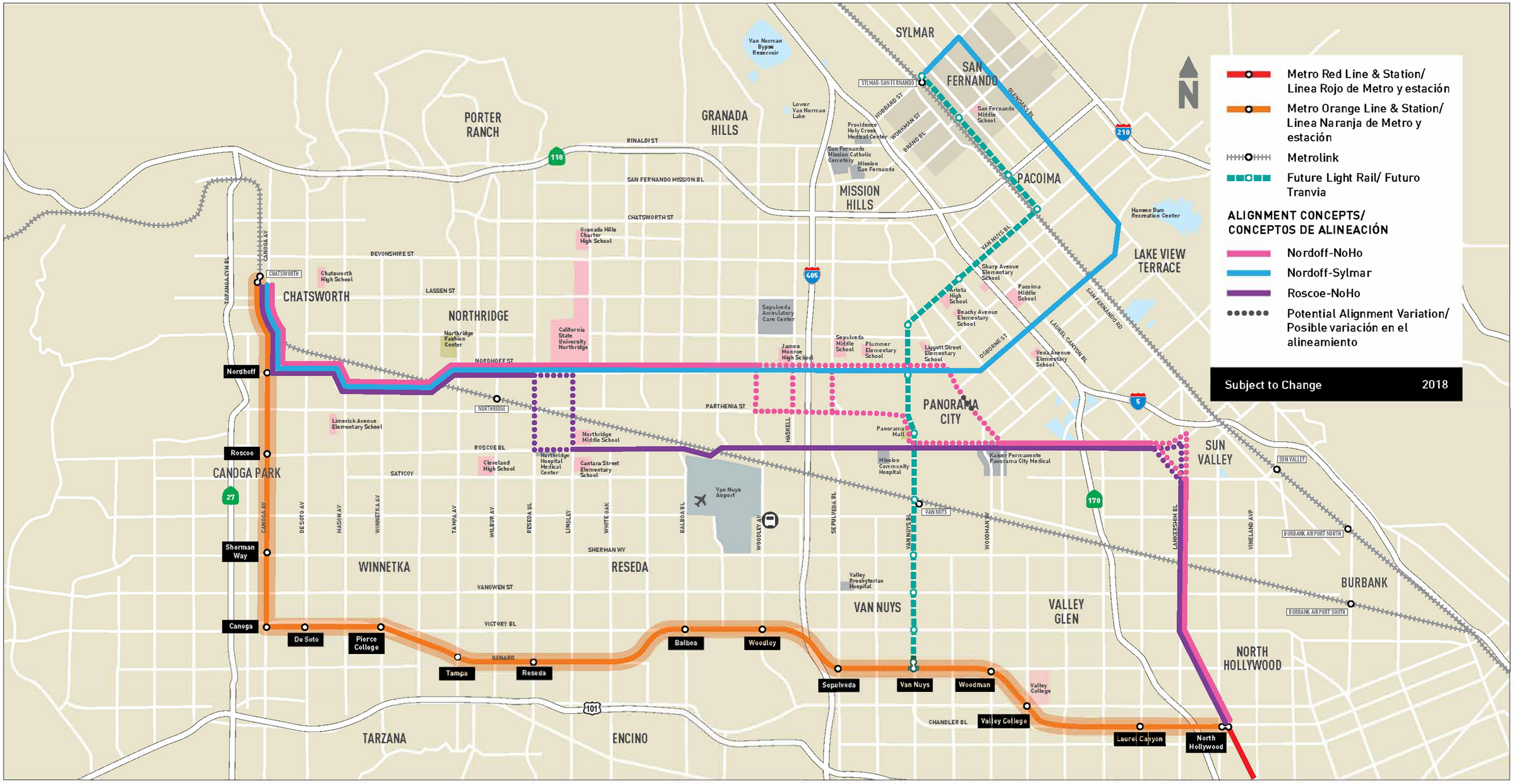
ATTACHMENT B

North San Fernando Valley Initial BRT Concepts: 2017 Environmental Framework Report



ATTACHMENT C

NSFV BRT REFINED PROJECT OPTIONS: SEPTEMBER 2018



Metro

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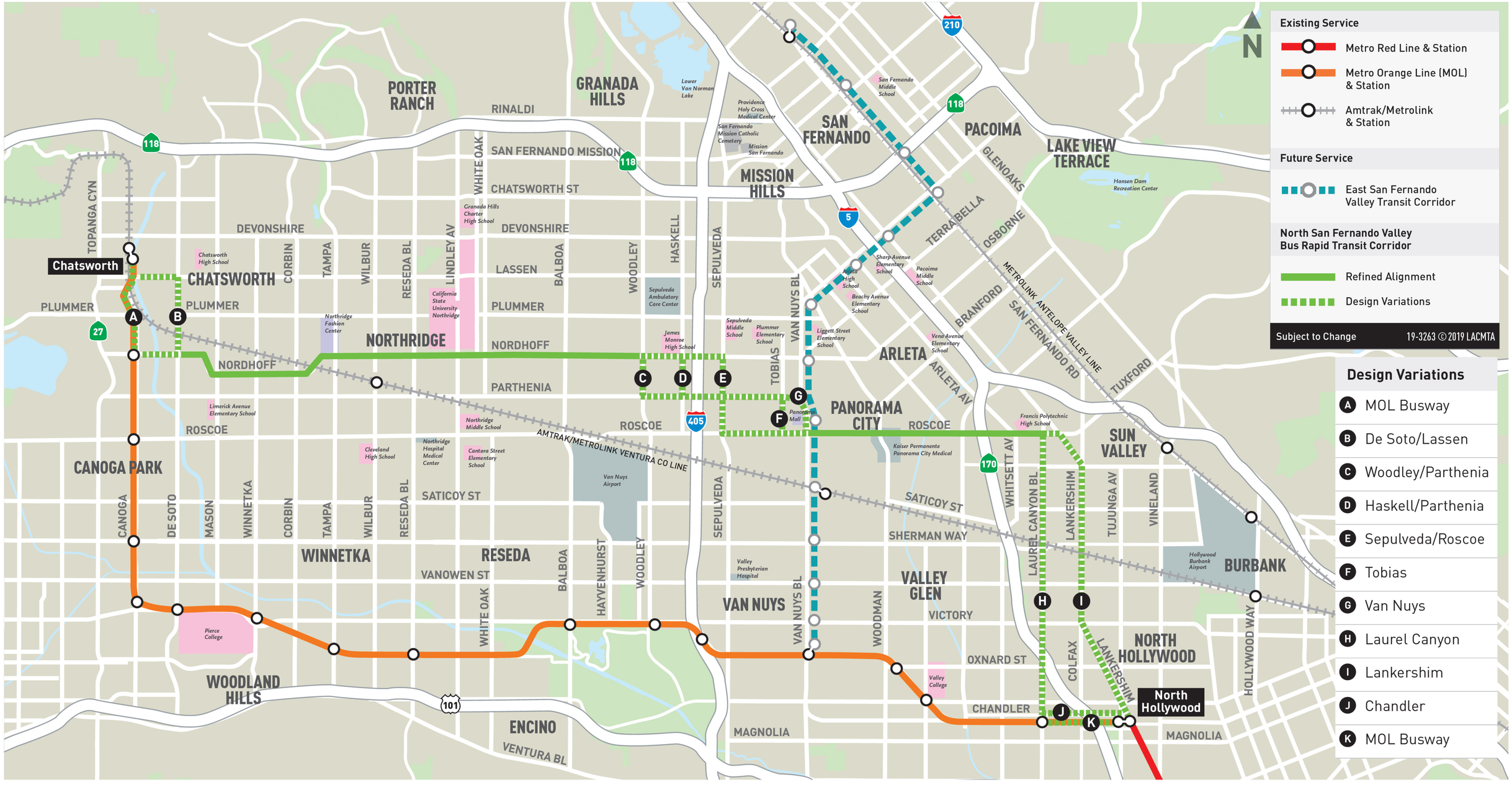
Attachment D

http://libraryarchives.metro.net/DB_Attachments/2019-0292_Attachment_D_Alternatives_Analysis_Executive_Summary.pdf

North San Fernando Valley BRT Corridor

Proposed Project



Metro

Next stop: a new way to travel in the North Valley.

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

Metro

North San Fernando Valley BRT

Board Staff Briefing

June 13, 2019

Project Background

> 2016 – Measure M project

- Description: North San Fernando Valley BRT Improvements
- $180 million in Measure M Funds
- Projected opening by FY 2025 to meet Measure M and Twenty-Eight by '28 schedule

> 2017 – Completed Environmental Framework Report

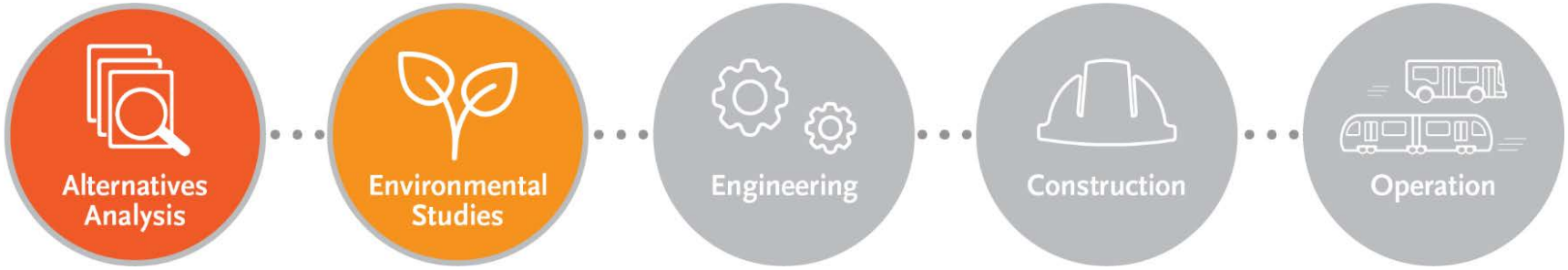
> 2018 – Started Alternatives Analysis (AA)

Metro

Project Development Process – Current Status

Completed May 2019

To Begin 2019



- Draft environmental clearance document
- Final environmental clearance document

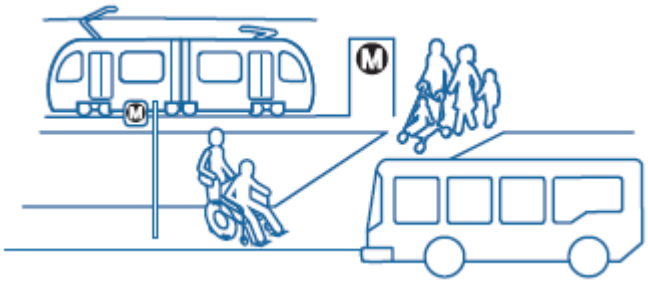
Metro

North San Fernando Valley BRT Initial Study Area

Metro

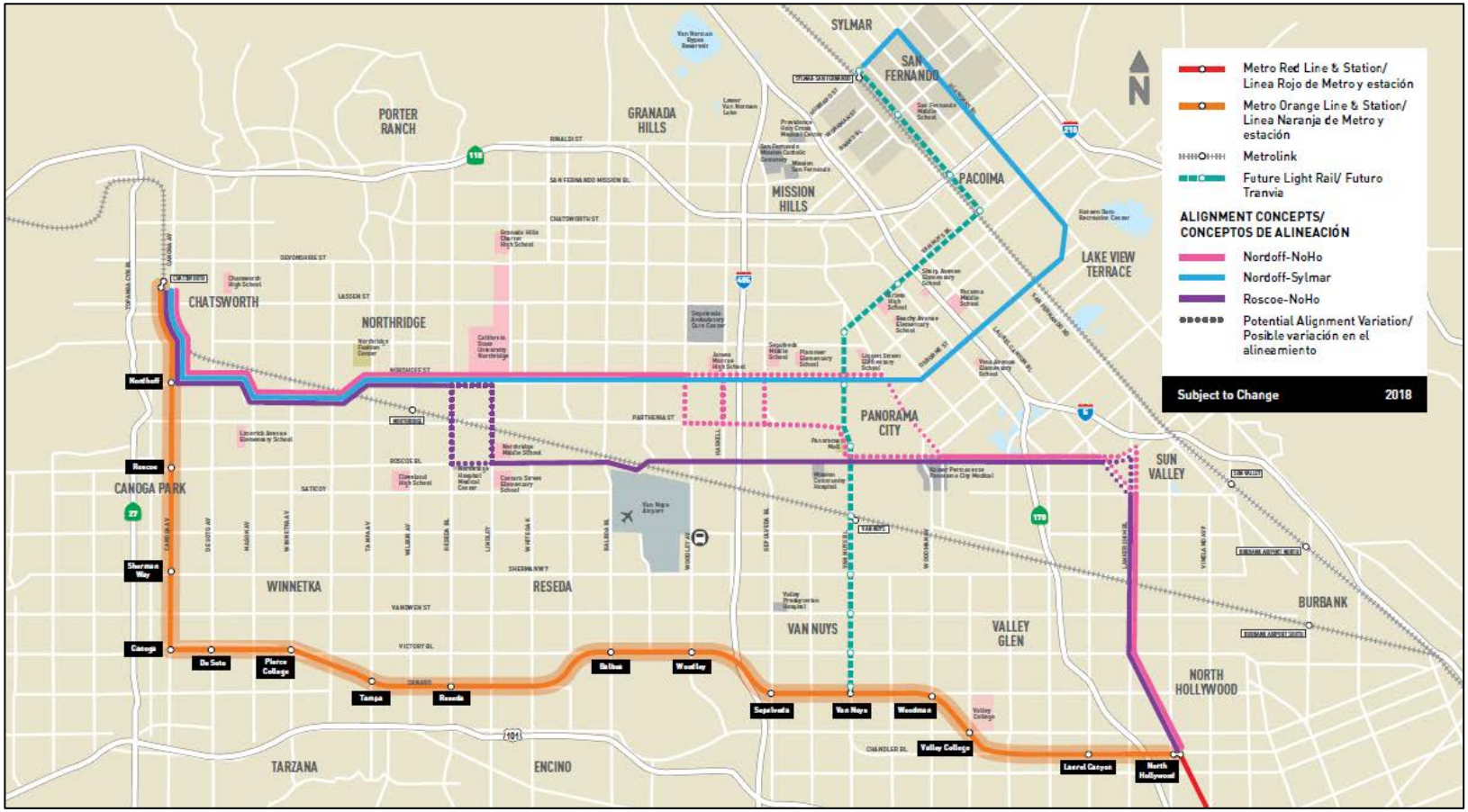
Project Purpose and Need

Provide a premium east-west transit service to link key activity centers and improve access to jobs, education, essential services and the regional transit system



Metro

AA Study Alternatives



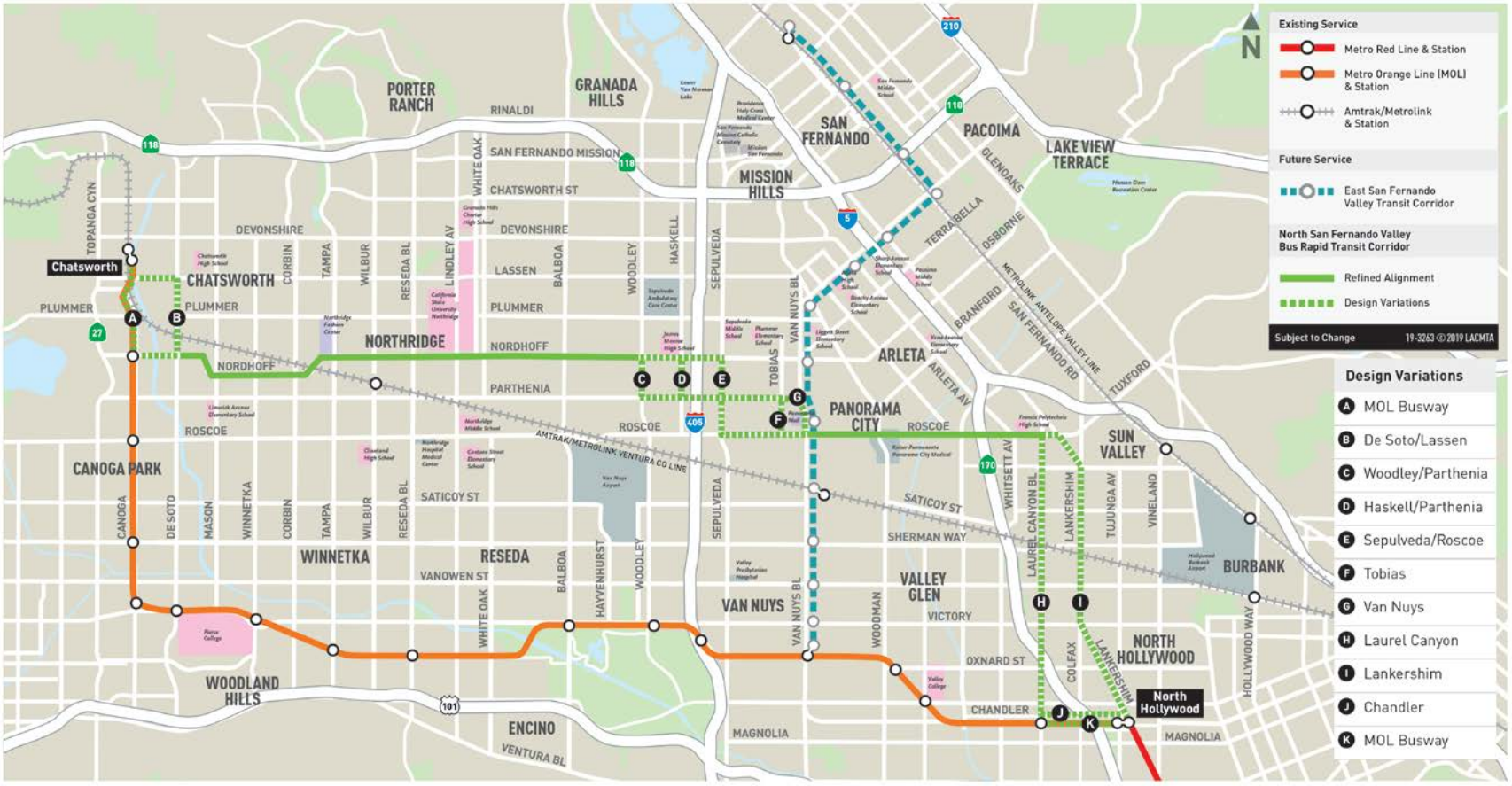
Metro

What We Heard During AA Process

- Support for improving mobility in the North San Fernando Valley
- Need for convenient transfer to ESFV light rail
- Sylmar/San Fernando alignment duplicates ESFV light rail
- North Hollywood Station preferred as eastern terminus

Metro

NSFV BRT Proposed Project with Design Variations



Metro

Upcoming Community Outreach

July 2019

> Targeted stakeholder briefings
> Tours of Metro Orange Line for North Valley stakeholders
> Presentation to Valley Alliance of Neighborhood Councils

August 2019

Scoping Meetings

> Northridge
> Panorama City
> North Hollywood

Metro

Upcoming Milestones

Metro

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

Metro

Board Report

File #: 2019-0420, **File Type:** Project **Agenda Number:** 26.

2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Environmental Impact Report (FEIR);

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse;

C. ADOPTING the:

1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and

2. Mitigation Monitoring and Reporting Plan (MMRP).

ISSUE

The Link Union Station (Link US) Project will transform how the commuter and intercity rail operates in Southern California with run-through capability that provides one-seat rides from San Luis Obispo to San Diego. The Link US Draft EIR was available for 45 days of public review from January 17, 2019 through March 4, 2019. Staff received a total of 634 comments of which over 75% of the public comments opposed the above-grade concourse and indicated the preference for the new modified expanded passageway or at-grade passenger concourse. In consideration of the public comments received and in coordination with California High Speed Rail Authority, California State Transportation Agency and Southern California Regional Rail Authority (also known as Metrolink) and Amtrak/LOSSAN, staff recommends that the Final EIR include a modified expanded passageway without the above-grade concourse and a revised up to 10 run-through track alignment without a loop

track.

DISCUSSION

Background

In November 2018, the Board approved staff's recommendations to designate the CEQA "Proposed Project" in the Link US Draft EIR with shared lead tracks north of Los Angeles Union Station (LAUS), an above-grade passenger concourse with a new expanded at-grade passageway, and up to 10 run-through tracks including a loop track. In addition, the Draft EIR also includes an analysis of the Build Alternative, at an equal level of detail as the Proposed Project, with dedicated lead tracks north of LAUS, an at-grade passenger concourse and up to 10 run-through tracks including a loop track. The No Build Alternative was also analyzed in the Draft EIR. The Draft EIR was available for a 45 day public review period from January 17, 2019 through March 4, 2019.

Final EIR Project Recommendations

The recommended actions certify the Link US Final EIR with a filing of a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse (Refer to Attachment A- NOD). The Link US Final EIR project includes a modified expanded passageway without the above-grade concourse and a revised up to 10 run-through track alignment without a loop track (Refer to Attachment B- Link US FEIR Project). The FEIR project was analyzed under all CEQA issue areas both for construction (temporary) and operation phases, and was determined to have no impacts, less than significant impacts, or less than significant impacts with mitigation measures in 9 out of 12 issue areas for both construction and operation phases, and significant and unavoidable impacts in 3 issue areas (Air Quality and Global Climate Change, Noise and Vibration and Cultural Resources).

Passenger Concourse- Staff received a total of 634 public comments. Over 75% of public comments received opposed the above-grade concourse and preferred the new modified expanded passageway or the at-grade concourse, citing the following main concerns with the above-grade concourse:

- Increased passenger transfer times
- Negatively affect passenger circulation and ADA accessibility
- The need for the elevated portion of the above-grade concourse with the proposed expanded passageway
- Potential impacts on the historical character of Los Angeles Union Station

Therefore, in response to these public comments, staff recommends that the Final EIR Project includes a modified expanded passageway with transit and retail amenities and elimination of the above-grade passenger concourse. The expanded passageway will be modified from a width of approximately 100 feet to 140 feet in the Final EIR to include additional space for waiting areas, restrooms, retail, and other passenger amenities, while providing sufficient pedestrian capacity to meet the ridership of 200,000 passengers at LAUS by 2040. The new modified expanded passageway will provide similar transfer times and travel convenience as the existing passageway with enhanced pedestrian access and ADA accessibility to the platforms by replacing the existing

ramps with elevators and escalators along with retail and passenger amenities attributable to a world class transit terminal station.

The Link US project with the modified expanded passageway option is estimated to cost approximately $2.3 billion in 2018 (with a 3% escalation factor) compared with the above grade passenger concourse with expanded passageway option at $2.8 billion. The at-grade passenger concourse option is estimated to cost approximately $3.3 billion in 2018 (with a 3% escalation factor). Therefore, the modified expanded passageway option provides the best value with the lowest cost (refer to Attachment C-Cost Comparison of the Passenger Concourse Options). Given today's market conditions with changing landscape on tariffs, the cost of construction and escalation rate may be higher. Staff will provide an updated total project cost once the environmental studies and 35% preliminary engineering design has been completed. As part of the 35% design of the modified expanded passageway, staff will develop a detailed construction phasing plan including passenger circulation and work closely with the current rail operators (Metrolink, Amtrak and Metro Rail).

Run-Through Tracks Alignment- Staff has been coordinating closely with project funding partners consisting of California State Transportation Agency (CalSTA), California High Speed Rail Authority (CHSRA), and Southern California Regional Rail Authority (SCRRA), to reduce the overall project impacts and improve interoperability between regional rail trains and future High-Speed Rail trains south of LAUS. The project funding partners have agreed to move forward with a combined run-through track structure between LAUS and First Street and remove the loop track from the run-through track alignment. Therefore, the new run-through track structure over the US 101 will support up to 10 run-through tracks without the northern loop track and will be designed to ~~include aesthetic treatments~~ improve the visual quality of the US 101 run-through track bridge structure. Staff will continue ~~to coordinate with City of Los Angeles~~ to identify additional funding and/or savings in coordination with the City of Los Angeles to further enhance the aesthetic treatments of the US 101 run-through track bridge structure. (Refer to Attachment D Preliminary Draft Bridge Aesthetic Concepts) The elimination of the loop track will allow for improved interoperability between regional rail and future high-speed rail (HSR) with a common regional rail and HSR structure east of Center Street, resulting in six fewer property acquisitions, avoid the need to realign and lower Commercial Street and the need for permanent closure of Vignes Street at Commercial Street. Therefore, staff recommends that the Final EIR Project include modifications to the run-through track alignment with the elimination of the loop track which will reduce the project footprint and associated property impacts south of US-101 freeway.

Operations Planning - On November 26 and 27, 2018, CalSTA, CHSRA and Caltrans held two all day workshops at Metrolink's offices to go over the operations planning for the combined run-through track structure without the loop track. The State presented and discussed the initial operations planning model results of the combined run-through track structure without the loop track with Metrolink. On February 20, 2019, Metrolink issued a memorandum to memorialize Metrolink's position and concurrence with a total of five (5) conditions on specific design considerations for the Link US Project at its current stage of 10% conceptual design, specifically the removal of the loop track and the required number of run-through tracks. (Refer to Attachment G Memorandum from Metrolink regarding the Link US project). Four of the five conditions will be carried forward into the 35% preliminary engineering design and final design efforts for Link US project, where feasible. The State will work with Metrolink on the remaining condition that is outside the Link US Project. Staff will

prepare a detailed construction staging plan and continue to work with Metrolink to develop an operating plan that provides a satisfactory level of on time performance (OTP) during construction including engaging a third party to conduct an independent operational analysis and network planning, if needed.

Active Transportation Improvements - The Final EIR includes new Class II bicycle facility ~~bike lanes~~ on Commercial Street between Alameda and Center Streets, which improves the active transportation network in the Union Station area by completing an east-west connection in the network, consisting of new active transportation corridors on Alameda Street from Cesar Chavez Avenue to 1st Street (to be constructed by Metro's Alameda Esplanade and 1st/Central Station Improvement Projects) and Ramirez/Center Street from Vignes Street to 1st Street (to be constructed by Metro's 1st/Central Station Improvement Projects). In addition, the active transportation elements on Commercial Street at the Center Street intersection ~~and~~ could facilitate a future potential connection to the Proposed LA River Path ~~near~~ at Center Street, which can be connected to the active transportation network being constructed on Center Street/Ramirez Street to Vignes Street to the LAUS East Portal being constructed by Metro's 1st/Central Station Improvement Project providing a neighborhood connectivity. In lieu of the at-grade improvements, if additional funding is identified, a dedicated bicycle/pedestrian bridge over the US 101 connecting Patsaouras Bus Plaza with Center Street is also included in the Final EIR. Staff has been coordinating closely with the LA River Path, Alameda Esplanade and Alameda/US 101/El Monte Busway Project Study Report project teams to ensure consistency across various planning efforts. Coupled with other Metro active transportation plans and projects in the Union Station area, the Link US improvements will complete the active transportation network that is integrated with the LA River Path.

Furthermore, to enhance neighborhood connectivity consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Connect US, and Metro's LA River Path Project, Metro, in coordination with the City of Los Angeles to obtain necessary approval on the Link Union Station plans providing a minimum lane width of 10 feet and removal of street parking on Commercial Street, Metro can implement a new Class IV bicycle facility along Commercial Street from Alameda Street to Center Street by pavement striping and bollards with no additional right-of- way acquisition and no raised median will be required, enhancing neighborhood connectivity south of US-101 subject to Caltrans approval where Commercial Street intersects the existing on- and off-ramps. Due to the funding constraints on the Link US project, this upgrade is only feasible if City of Los Angeles is agreeable to work with Metro to ensure that the cost increase due to the upgrade is kept at a minimal. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to ~~place of~~ new bicycle facilities along Commercial Street.

Lastly, staff will continue to coordinate with City of Los Angeles in regards to replacement of the Cesar Chavez bridge that provides an opportunity to widen Cesar Chavez Avenue that is directly under the bridge to support the future addition of bike lanes on Cesar Chavez Avenue if the City is interested in leading the effort to add an active transportation corridor on Cesar Chavez Avenue between the LA River and Alameda Street or beyond. Cesar Chavez Avenue is a heavily-used bus

corridor between Alameda Street and Lyon Street with over 10 Metro Local and Rapid Bus routes, LADOT Dash Bus and other regional bus routes, and a Flix Bus terminal at the north-west corner of Cesar Chavez and Vignes. Refer to Attachment E for the proposed Link US active transportation elements in the Union Station area.

Construction Access and Laydown/Staging Areas- The First 5 LA building located at 750 North Alameda Street (near the terminus of El Monte Busway) is a key project stakeholder that expressed concerns regarding the proposed use of an internal access for construction as described in the Draft EIR. In response to these concerns, staff recommends that the use of the internal access road during construction be removed. The primary construction access to the rail yard would be changed to the other entrance points along Cesar Chavez Avenue and Vignes Street to the LAUS campus. There are two laydown and construction staging areas identified in the Draft EIR are also proposed to be removed in the Final EIR because the associated properties are no longer feasible or available.

Mitigation Measures

The Final EIR includes a total of 47 mitigation measures during construction and operation phases. Metro is the Lead Agency under CEQA in implementing and monitoring the mitigation measures. A full description of the mitigation measures is included in the Mitigation Monitoring and Reporting Plan (MMRP). Staff recommends adopting the MMRP for the Link US Project (Refer to Attachment E).

Significant and Unavoidable Impacts

Implementation of the Final EIR project would result in significant and unavoidable impacts in the following issue areas: Air Quality, Noise, and Cultural Resources.

Air Quality- During construction, emissions would exceed the SCAQMD's daily criteria pollutant and localized significant thresholds, even after proposed mitigation measures are implemented. The proposed mitigation measures during construction include AQ-1 (Fugitive Dust Control) and AQ-2 (Compliance with US EPA's Tier 4 Exhaust Emission Standards for Off-Road Equipment).

Noise- During construction, daytime and nighttime noise levels would exceed FTA's construction noise guidelines at William Mead Homes and Mozaic Apartments, even after proposed mitigation measures are implemented. The proposed mitigation measures during construction include NV-2 (Employ noise-reducing measures during construction) and NV-3 (Prepare a community notification plan for project construction).

Cultural Resources-During and after construction, the project would cause a substantial adverse change in the significance of the following historical resources: Los Angeles Union Station including the Vignes Street Undercrossing and the Friedman Bag Company Building (currently occupied by Life Storage), even after proposed mitigation measures are implemented. The proposed mitigation measures before, during and after construction include HIST-1a (LAUS City of Los Angeles CHC review and consultation), HIST-1b (LAUS HABS-like documentation: historic resource documentation), HIST-1c (LAUS Restoration of the Existing Passenger Concourse), HIST-1d (LAUS Educational Exhibit), HIST-2 (William Mead Homes Consultation), HIST 3 (Friedman Bag Company-City of Los Angeles OHR review and consultation and HABS-like documentation), HIST-4 (North Main Street Bridge City of Los Angeles CHC review and consultation), HIST-5 (Archaeological Site CA-LAN-1575/H) and HIST-6 (Development of a Public Participation or Outreach Plan).

Statement of Overriding Considerations and Findings of Facts

Staff recommends to the Board to adopt the Findings of Fact and Statement of Overriding Considerations in accordance with the CEQA. Pursuant to Public Resources Code Section 21081(b) and State CEQA Guidelines Section 15093(a) and (b), the Metro Board is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

For the foregoing reasons, staff finds that the project's unavoidable significant environmental impacts are outweighed by these considerable benefits:

1. Improved intrastate, intercity, and local transit connectivity with Metrolink, Amtrak, and Metro Rail and future High-Speed Rail; Metro and municipal bus systems;
2. Improved regional connectivity with one seat rides from San Luis Obispo County to San Diego County;
3. Increased rail operational capacity by up to 63% to accommodate future demand and a new high speed rail system;
4. Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train with indirect contribution to cumulative benefits for the region, including a reduction of GHG emissions and Vehicle Miles Traveled in the region;
5. Enhanced passenger experience with new concourse, retail and other amenities and new expanded platforms that also accommodates passenger growth from current 100,000 passengers to 200,000 passengers a day along with enhanced mobility and accessibility;
6. Improved US-101 freeway and local roadways;
7. Generation of an estimated 4,500 temporary jobs per year over a 5-year construction period and an estimated 200 permanent jobs;
8. Enhancement of neighborhood connectivity with future connections from LAUS to the Los Angeles River;
9. Remediation of hazardous materials sites encountered during construction within the project area.

Outreach

During the Draft EIR 45-day public comment period, a total of 634 written comments were received from individuals, agencies, organizations and Native American tribes along with 16 verbal commenters received at the January 29, 2019 DEIR public hearing. The public comments generally are related to the following subject areas:

1. Passenger concourse
2. Construction impacts
3. Public art and amenities
4. Vignes Street permanent closure
5. Hazardous materials/contaminated soil uncovered during construction

Responses to comments were prepared and included in the Final EIR. The Link US project team has coordinated with other CEQA responsible agencies including City of Los Angeles, Caltrans, Southern California Regional Rail Authority and California High Speed Rail Authority during the preparation of the responses to comments. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

On June 5, 2019, staff presented the Final EIR project to the Metro Technical Advisory Committee including representatives from cities within the Los Angeles County. On June 6, 2019, staff hosted a Link US community event in the East Portal of Union Station featuring two (2) presentations as well as other project displays to allow the public to learn about and provide feedback on the proposed Final EIR project. Subsequently, staff received two support letters from the Little Tokyo community for the Final EIR Project (Refer to Attachment H).

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, state and federal requirements. Approval of the Link US project will have no impact on safety.

FINANCIAL IMPACT

Approval and adoption of the Link US project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the preliminary engineering and environmental certification consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and CHSRA funds. These funds are not eligible for Metro bus or rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high -quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board could delay action to certify the Final EIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. Deferral of these actions is not recommended as they would delay the project schedule including advancing preliminary design and meeting the

funding requirements.

The Board could decide to approve the Draft EIR Project and reject the staff recommended Final EIR Project. This is not recommended because the Final EIR Project changes were developed in response to the substantial public comments received regarding the above-grade passenger concourse, concerns regarding construction access, and the agreement among the project funding partners and rail operators to modify the run-through track alignment.

NEXT STEPS

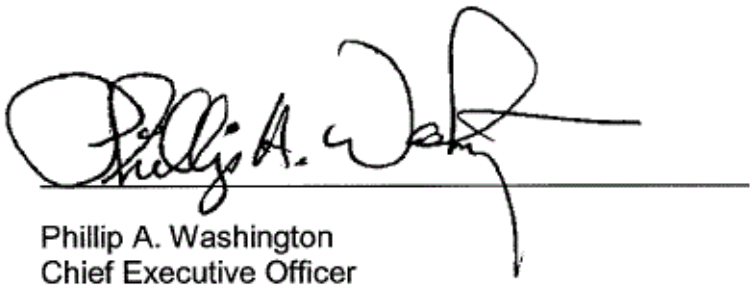
Staff will return to the Board in July 2019 for a contract modification to the preliminary engineering design based on the FEIR project, perform additional subsurface utility investigations and third-party costs. CHSRA has made a commitment to recommend to the CHSRA Board approval of a funding agreement with Metro in the amount of $423.335 million for the Link US project by October 2019. Metro ~~is working with Metrolink to~~ shall execute an agreement with Metrolink defining roles and responsibilities between the two parties for the successful planning, design, and implementation of the Link US Project.

ATTACHMENTS

Attachment A - Notice of Determination
Attachment B - Link US Final EIR Project
Attachment C- Cost Comparison of the Passenger Concourse Options
Attachment D - Preliminary Draft Bridge Aesthetic Concepts
Attachment E - Link US Proposed Active Transportation Elements
Attachment F - Link US Mitigation Monitoring and Reporting Plan
Attachment G - Memorandum from Metrolink regarding the Link US project
Attachment H - Support Letters from the Little Tokyo Community

Prepared by: Vincent Chio, Director, Regional Rail, (213) 418-3178
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Print Form

ATTACHMENT A

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail:	*Street Address:*
P.O. Box 3044	1400 Tenth St., Rm 113
Sacramento, CA 95812-3044	Sacramento, CA 95814

☒ County Clerk
County of: Los Angeles
Address: PO Box 1208
Norwalk, CA 90650-1208

From:
Public Agency: LACMTA (Metro)
Address: One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012
Contact: Jeanet Owens
Phone: 213-418-3189

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2016051071

Project Title: Link Union Station

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): 800 Alameda Street, Los Angeles, CA; Los Angeles County

Project Description:
The project would transform LAUS from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse to improve the efficiency of the station and accommodate future growth and transportation demands in the region. Key projects components include: an optimized throat with one new lead track, a modified expanded passageway; new passenger platforms on an elevated rail yard; new run-through tracks over US-101 freeway; new rail communications, signals, and tracks; modifications and safety enhancements to US-101 and local roadways. The project accommodates the planned High-Speed Rail system on shared lead tracks north of LAUS.

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on _____ and has made the following determinations regarding the above
(date)
described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
https://www.metro.net/projects/link-us/overview/

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

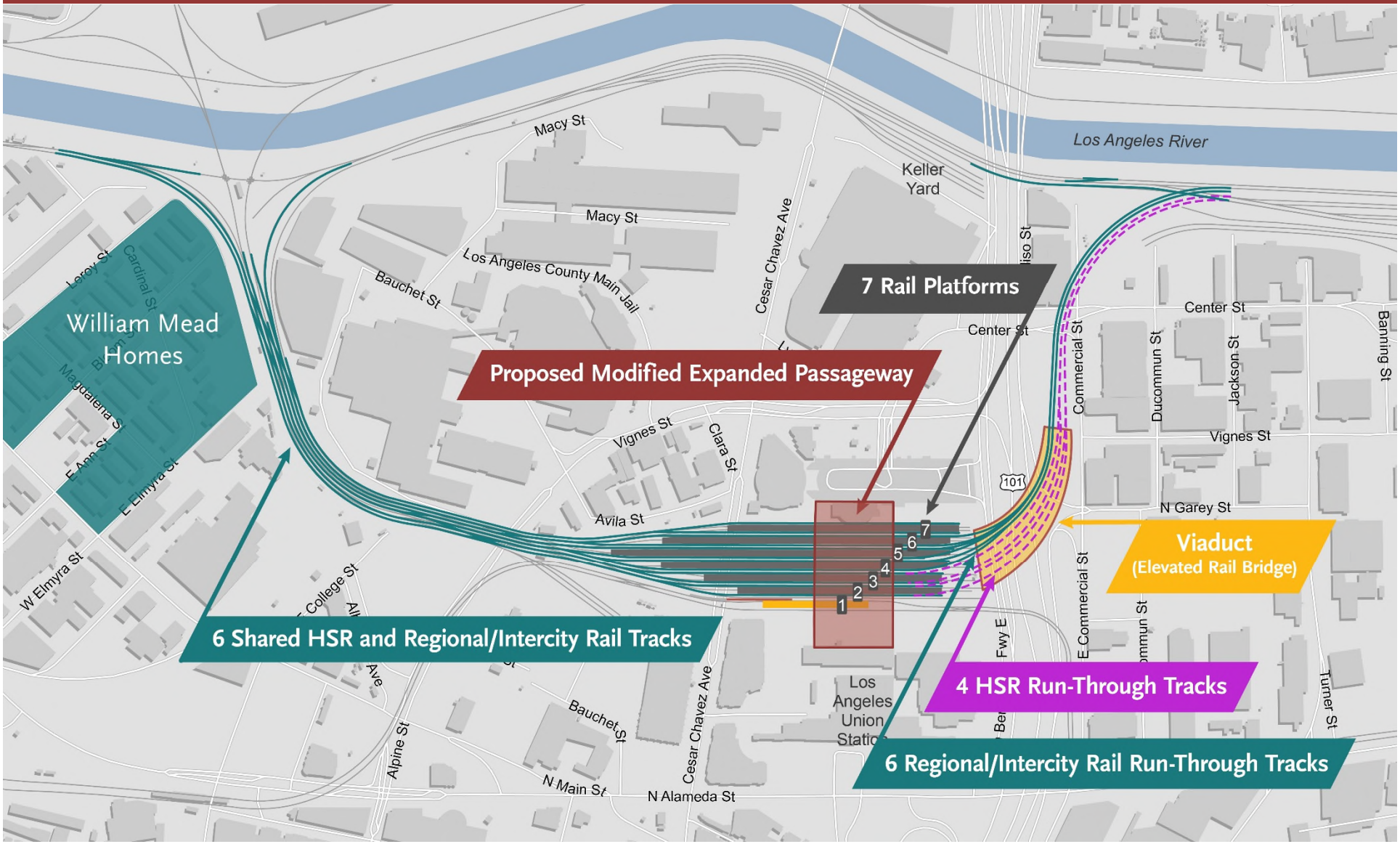
Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

ATTACHMENT B

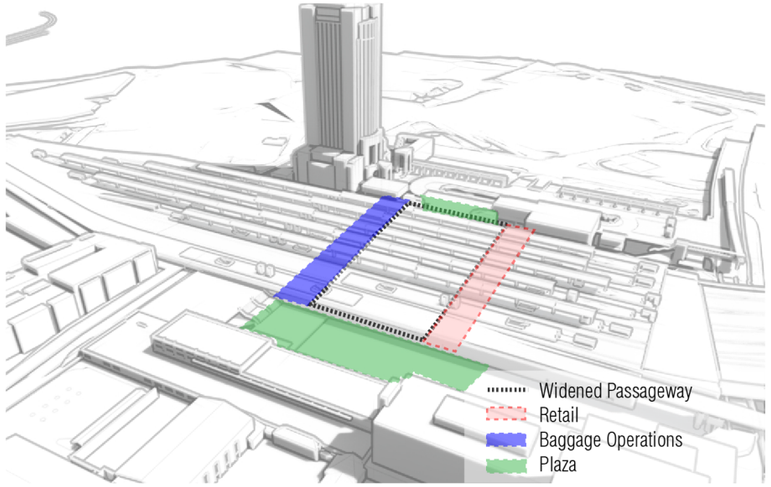
Link Union Station Final EIR Project*

*Final EIR Project is Subject to Metro Board Approval



ATTACHMENT C

1 MODIFIED EXPANDED PASSAGEWAY (FINAL EIR PROJECT)



CONSTRUCTION PHASING
- Lesser passenger disruption compared to the At-Grade Concourse

PASSENGER TRANSFER TIME
- Similar to the At-Grade Concourse

ENVIRONMENTAL
- Less potential for environmental impacts than the At-Grade Concourse

BAGGAGE HANDLING
- Baggage service is proposed to be accomplished through a centralized location for ticketing and baggage check-in at the concourse level

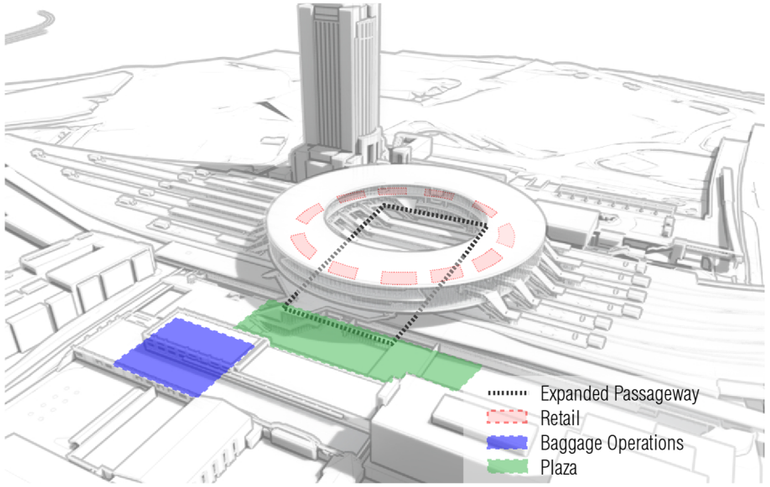
OPERATIONS & MAINTENANCE
- Maintenance of spaces approximately 246,000 square feet

West Plaza, East Plaza, Expanded Passageway & Baggage Handling Facility

IMPACTS TO THE METRO GOLD LINE
- Metro Gold Line would be temporarily relocated on-site during construction

PRELIMINARY COST ESTIMATE
- Estimated total project cost approx. $2.3 billion

2 ABOVE-GRADE CONCOURSE WITH NEW EXPANDED PASSAGEWAY (DRAFT EIR - PROPOSED PROJECT)



CONSTRUCTION PHASING
- Greater potential for passenger disruption compared to the Modified Expanded Passageway

PASSENGER TRANSFER TIME
- Identical travel time from trains to platform. Increase in passenger transfer time with use of retail amenities and waiting areas in Above-Grade Concourse

ENVIRONMENTAL
- Lower potential for environmental impacts than At-Grade Concourse

BAGGAGE HANDLING
- Baggage service is proposed to be accomplished through a split location for ticketing and baggage check-in at the east and west ends of LAUS

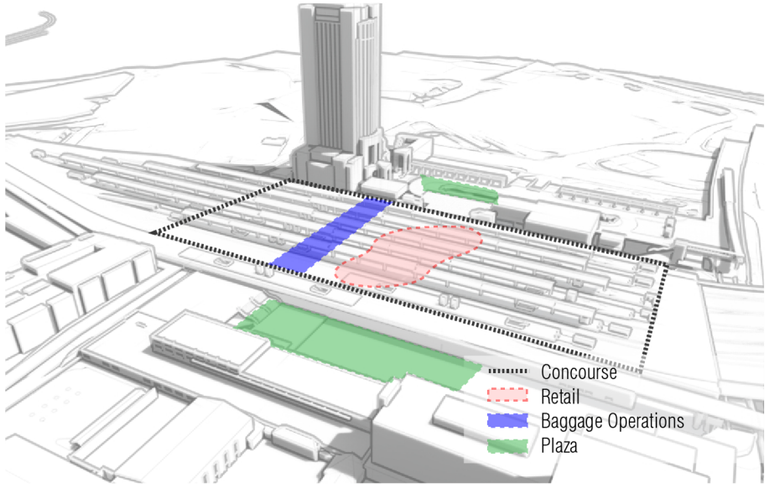
OPERATIONS & MAINTENANCE
- Maintenance of spaces approximately 334,000 square feet

West Plaza, East Plaza, Concourse & Baggage Handling Facility

IMPACTS TO THE METRO GOLD LINE
- Metro Gold Line would not be temporarily relocated during construction

PRELIMINARY COST ESTIMATE
- Estimated total project cost approx. $2.8 billion

3 AT-GRADE CONCOURSE (DRAFT EIR - BUILD ALTERNATIVE)



CONSTRUCTION PHASING
- Greatest potential for passenger disruption

PASSENGER TRANSFER TIME
- Similar to Modified Expanded Passageway

ENVIRONMENTAL
- Greatest potential for environmental impacts

BAGGAGE HANDLING
- Baggage service is proposed to be accomplished through a centralized location for ticketing and baggage check-in at the concourse level

OPERATIONS & MAINTENANCE
- Maintenance of public space approximately 533,000 square feet

West Plaza, East Plaza, Concourse & Baggage Handling Facilities

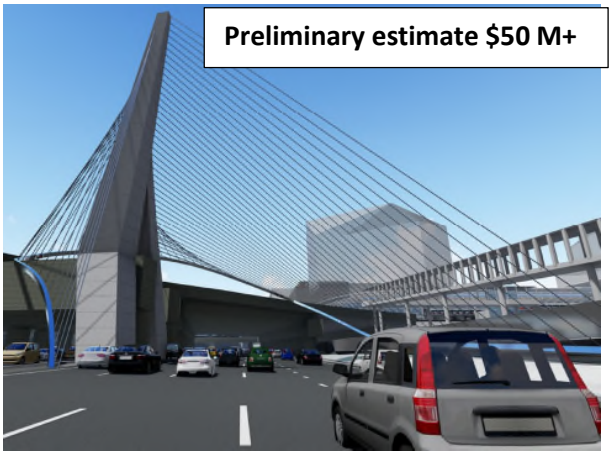
IMPACTS TO THE METRO GOLD LINE
- Metro Gold Line would be temporarily relocated on-site during construction

PRELIMINARY COST ESTIMATE
- Estimated total project cost approx. $3.3 billion

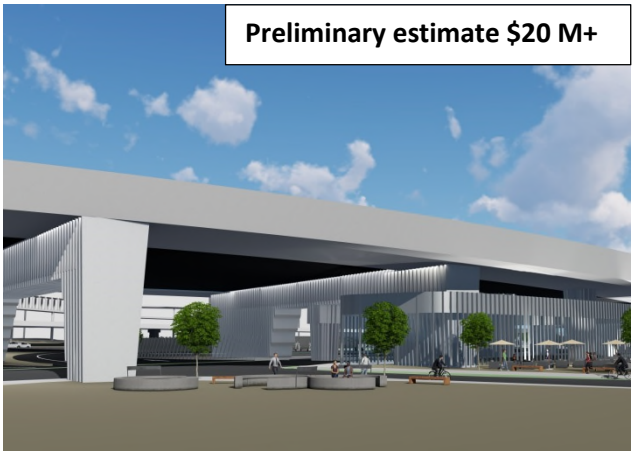
CONCOURSE OPTIONS (in 2018 dollars)
SUMMARY

HDR Metro

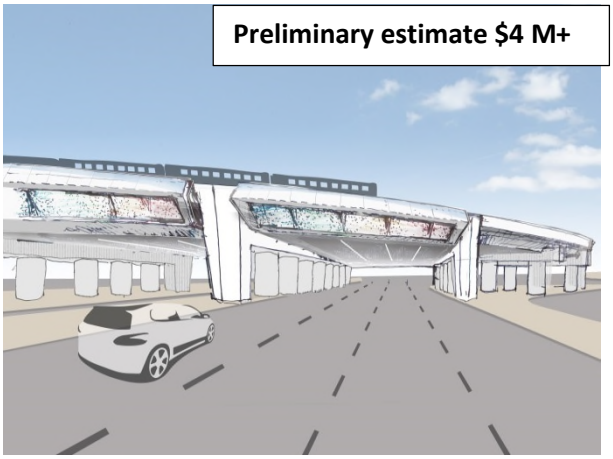
ATTACHMENT D- PRELIMINARY DRAFT BRIDGE AESTHETICS CONCEPTS



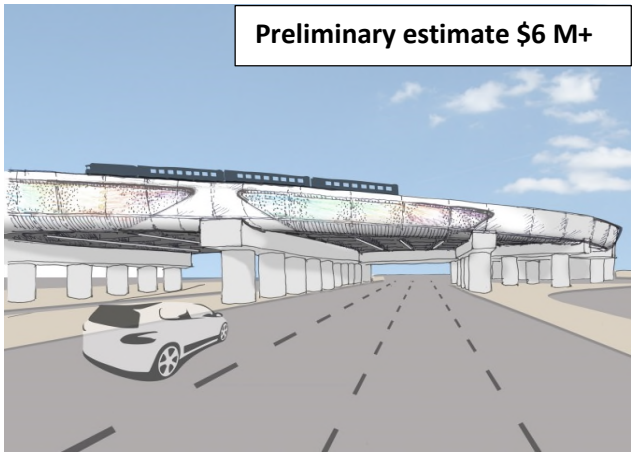
Preliminary estimate $50 M+



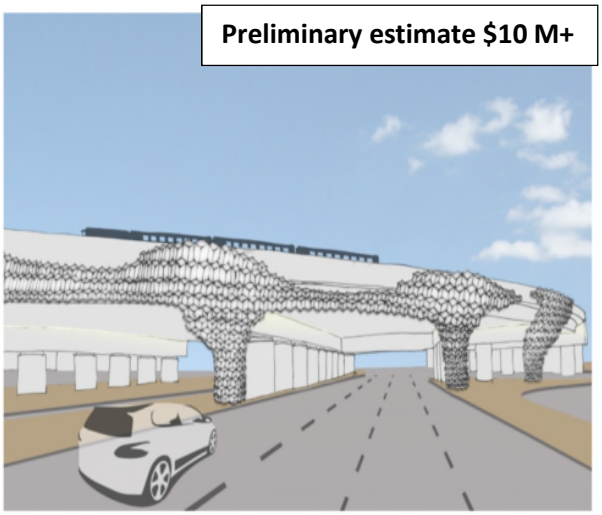
Preliminary estimate $20 M+



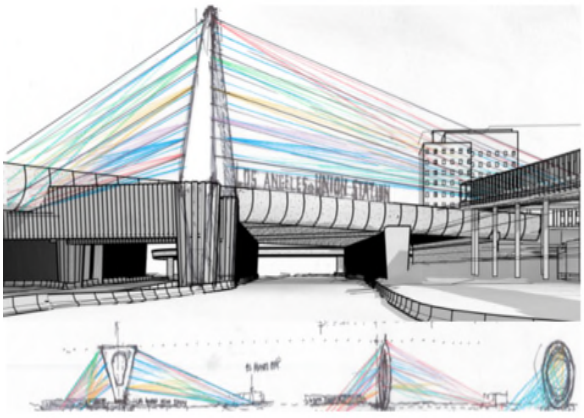
Preliminary estimate $4 M+



Preliminary estimate $6 M+

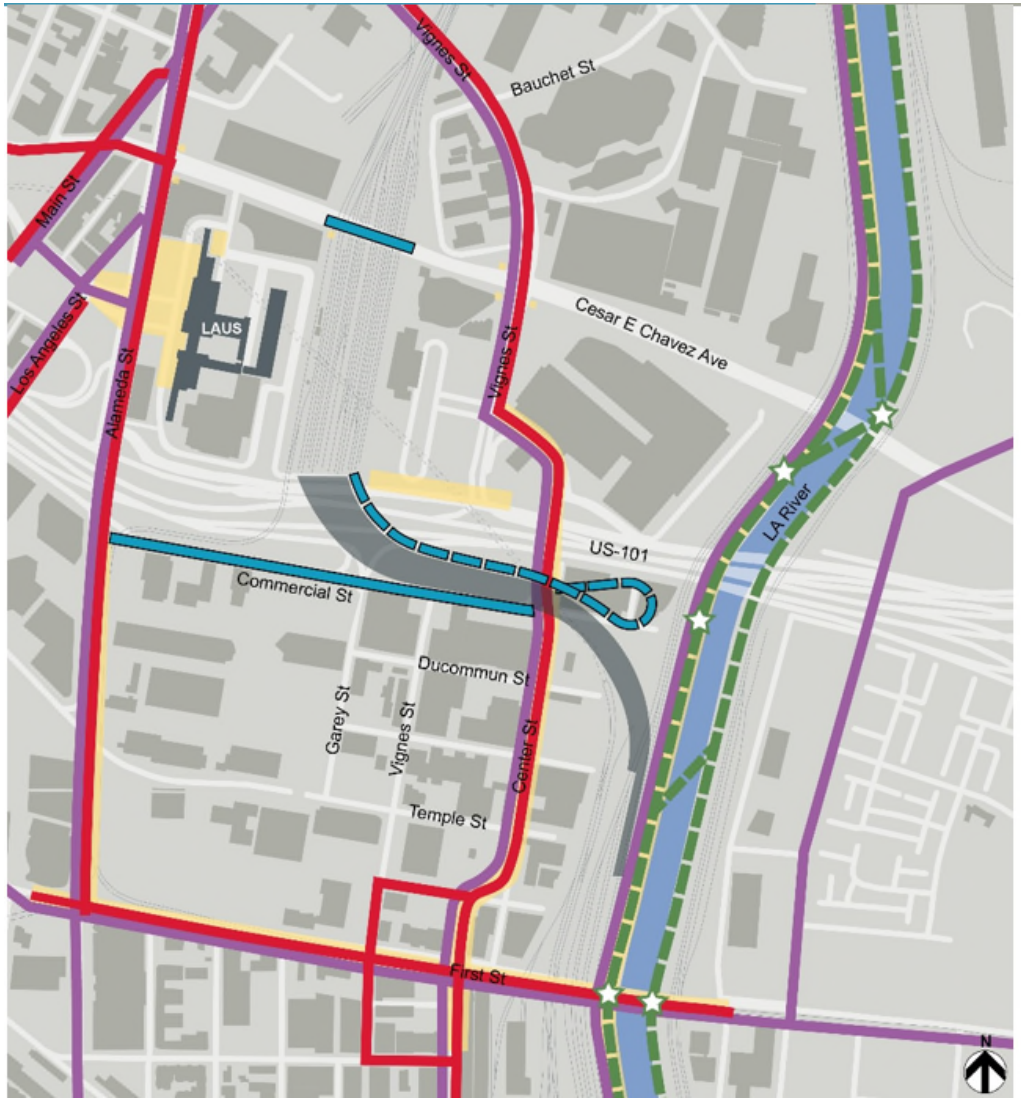


Preliminary estimate $10 M+



Preliminary estimate $35 M+

ATTACHMENT E



Legend

Link US Proposed Active Transportation Elements

- Improvements At-Grade
- Improvements Elevated (as an alternative to at-grade with additional funding)

Connect US Action Plan

- Bike Lane/Cycle Track/Path

Mobility Plan 2035

- Bicycle Lane/Path

LA River Bike Path Project

- Potential Alignment
- Potential Access Location

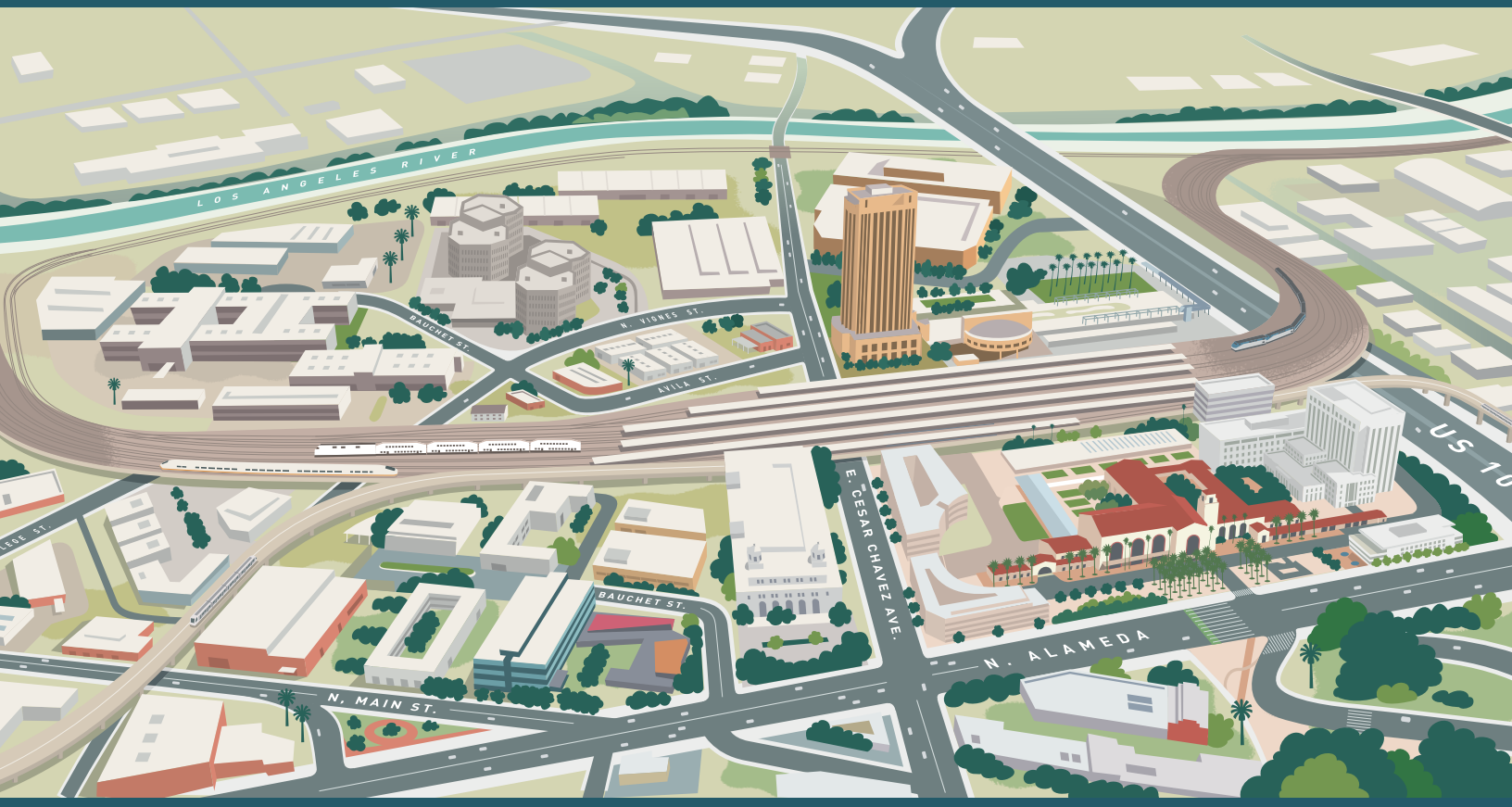
- Other Metro Projects

Los Angeles County
Metropolitan Transportation Authority

Link Union Station

Mitigation Monitoring and Reporting Program

June 2019



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CONTENTS

1.0 Introduction 1

TABLES

Table 1. Mitigation Monitoring and Reporting Program 3

ACRONYMS

AB	Assembly Bill
BMP	best management practice
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHC	Cultural Heritage Commission
CHSRA	California High-Speed Rail Authority
CRMMP	Cultural Resource Mitigation and Management Plan
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
ESA	environmental site assessment
FTA	Federal Transit Administration
HABS	Historic American Buildings Survey
HACLA	Housing Authority of the City of Los Angeles
HCM	Historic-Cultural Monument
HMMP	Hazardous materials management plan
HSR	High-Speed Rail
IGP	industrial general permit
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LADOT	City of Los Angeles Department of Transportation
LAHCM	Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
LID	low impact development
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LUC	Land Use Covenant
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
MOU	memorandum of understanding
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OHR	Office of Historic Resources
OSHA	Occupational Safety and Health Administration
PAH	polynuclear aromatic hydrocarbon
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
RIO	River Improvement Overlay District
ROW	right-of-way;
RWQCB	Regional Water Quality Control Board

SCAQMD	South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SWRCB	State Water Resources Control Board
SWPPP	stormwater pollution prevention plan
TMP	traffic management plan
TPH	total petroleum hydrocarbons
VOC	volatile organic compound
WEAP	worker environmental awareness program

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1.0 Introduction

Section 21081.6 of the Public Resources Code 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 California Environmental Quality Act (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 decision makers 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 Environmental Impact Report (EIR) are implemented, effectively minimizing the identified environmental effects.

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

- Compliance Action/Deliverable – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure has been implemented.
- Responsible Party – The entity accountable for implementing the action/deliverable.
- Enforcement Agency – The entity accountable for overseeing the implementation of mitigation.
- Implementation Phase (A or B) – The phase of the project when implementation would occur.
- Monitoring/Compliance Schedule – The compliance/monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Schedule" column. Instead, schedule describes a logical succession of events (e.g., prior to construction, construction).
- Verification of Compliance – The monitor verifies completion of the particular mitigation measure by initialing and dating this column. Conclusion of the monitoring program concludes when all required signatures are obtained in the Verification of Compliance column.

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Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Land Use and Planning							
LU-1 **Enhance Neighborhood Connectivity:** Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro's LA River Path Project, and Metro's Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional right-of-way and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A or B	During Final Design of these specific improvements	—	—
	Prepare infrastructure plans for review and approval by the City of Los Angeles	Metro	City of Los Angeles	Phase A or B	During Final Design of these specific improvements	—	—
	Implement either Class II or IV type bike lanes along Commercial Street from Alameda Street to Center Street	Contractor	City of Los Angeles	Phase A or B	Construction	—	—
Transportation and Traffic							
TR-1 **Prepare a Construction TMP:** During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable. The street closure schedules in the construction TMP shall be coordinated between the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP: • Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. • Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible. • Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. • Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare TMP	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Prior to Construction	—	—
	Implement TMP during construction	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Construction	—	—

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	• Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes. • Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements. • Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.							
TR-2	**Install Traffic Signal:** Metro shall install a new traffic signal at the intersection of Center Street and Commercial Street.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
		Install traffic signal	Contractor	City of Los Angeles		During Construction	—	—
TR-3	**Prepare Rail Operations Temporary Construction Staging Plan:** During final engineering design and prior to construction, Metro shall prepare a memorandum of understanding (MOU) with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications). Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor would implement to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance. Throughout the duration of construction, SCRRA shall participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.	Prepare MOUs	Metro	Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare temporary construction service plans	Metro/Contractor	Metro and Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction		
		Participate in weekly construction coordination meetings	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro	Phase A and B	During Construction	—	—

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Aesthetics								
AES-1	**Aesthetic Treatments:** Retaining walls in Segments 1 and 2 and the sound wall in Segment 1 shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining wall/sound wall to minimize the dominance and scale of the retaining wall/sound wall.	Coordinate with HACLA on aesthetic enhancements	Metro	Metro	Phase B	During Final Design	—	—
		Incorporate aesthetic treatments into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
		Apply aesthetic treatments	Contractor	City of Los Angeles (HACLA)		During Construction	—	—
AES-2	**Minimize Nighttime Work and Screen Direct Lighting:** Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Direct light toward the construction area and install temporary shields (as needed)	Contractor	Metro		During Construction	—	—
AES-3	**Screen Direct Lighting and Glare:** During final design, all new or replacement lighting shall comply with maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11) and shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.	Incorporate lighting, screening, and glare requirements into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Install permanent lighting that meets CalGreen requirements directed away from residences and install screening elements as needed.	Contractor	Metro		During Construction	—	—
Air Quality and Global Climate Change								
AQ-1	**Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403: • Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust • Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Securely cover trucks when hauling materials on or off site	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Implement dust control measures	Contractor	Metro		During Construction	—	—

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	• Stabilize the surface of dirt piles if not removed immediately • Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads • Minimize unnecessary vehicular and machinery activities • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities The following measures shall also be implemented to reduce construction emissions: • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy • Ensure that all construction equipment is properly tuned and maintained • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable These control techniques shall be included in project specifications and shall be implemented by the construction contractor.							
AQ-2	**Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Use construction equipment that meets Tier 4 exhaust emissions standards.	Contractor	Metro		During Construction	—	—

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	In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.							
AQ-3	**Adaptive Air Quality Mitigation Plan:** Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040. Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS. On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro and California State Transportation Agency, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the project study area. After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through	Prepare an Adaptive Air Quality Mitigation Plan	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD	Phase A and B	Prior to implementation of run-through service	—	—
		Compile current train schedules/Determine actual train movements	Metro	Metro		Annually by November 1 through 2040	—	—
		Retain air quality specialist to conduct annual emissions inventory	Metro	Metro		Annually by November 1 through 2040	—	—
		Prepare Annual Report	Metro	Metro		Annually by December 31 through 2040	—	—
		Incorporate rail fleet emerging technology requirements into existing and/or future funding and/or operating agreements with provisions that require regional and intercity rail operators to replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features or reduce train movements through LAUS (only if Annual Report identifies an increase in health risks associated with diesel pollutant concentrations that would exceed SCAQMD thresholds)	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD		Within 60 days of completing Annual Report (if SCAQMD thresholds are anticipated to be exceeded)	—	—

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	2040 and shall include results of the emissions inventory and effectiveness of the measures implemented. Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following: • Electric multiple unit systems • Diesel multiple units • Battery-hybrid multiple units • Renewable diesel and other alternative fuels Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the project study area.							
Noise and Vibration								
NV-1	**Construct Sound Wall:** Prior to reaching the forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains), Metro shall construct a sound wall up to 22 feet in height to reduce operational noise impacts at William Mead Homes. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.	Incorporate design requirements into sound wall	Metro	Metro	Phase B	During Final Design	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
		Construct sound wall	Contractor	Metro		During Construction	—	—

NV-2	**Employ Noise- and Vibration-Reducing Measures during Construction:** The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:
	• Design considerations and project layout:
	  ○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers
	  ○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—

		Implement noise and vibration reduction measures	Contractor	Metro		During Construction	—	—
		Monitor noise and vibration levels at William Mead Homes and Mozaic Apartments during the loudest/most vibration intensive activities and notify Metro if FTA criteria is exceeded	Metro	Metro		During Construction	—	—

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○ Site equipment on the construction site as far away from noise-sensitive sites as possible ○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures) • Sequence of operations: ○ Restrict pile driving to daytime periods ○ Combine noisy operations to occur in the same time period ▪ The total noise level produced would not be significantly greater than the level produced if the operations were performed separately ○ Avoid nighttime activities to the maximum extent feasible ▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods • Alternative construction methods: ○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible ▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use ○ Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines ○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers) In an effort to keep construction noise levels below FTA's construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes and Mozaic Apartments, within 300 feet of construction activities, approximately). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance further away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).	Implement additional noise reduction methods (if FTA's construction noise and vibration criteria are exceeded)	Contractor	Metro		During Construction	—	—

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NV-3	**Prepare a Community Notification Plan for Project Construction:** To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions from the community or other interested groups.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare community notification plan/Identify project liaison	Contractor	Metro		Prior to Construction	—	—
		Mail information packets to all residences within 500 feet of construction area	Contractor	Metro		During Construction	—	—
Biological Resources								
BIO-1	**Bats:** Preconstruction surveys for roosting special-status bats (including western mastiff bats and western yellow bats) and other native bat species shall be conducted by a Metro-approved qualified bat biologist within 2 weeks prior to construction. Surveys shall be conducted where suitable habitat and/or bridge structures that will be removed or that will have modifications to the substructure are present. All locations with suitable roosting habitat (including potential maternity roosts) shall be surveyed using an appropriate combination of structure inspection, exit counts, acoustic surveys, or other suitable methods. Surveys shall be conducted during the appropriate season and time of day/night to ensure detection of day- and night-roosting bats (i.e., preferably one daytime and one nighttime survey shall be conducted at each location with suitable roosting habitat during the maternity season, May 1 through August 31). If no roosts are detected, trees that provide suitable roosting habitat may be removed under the guidance of the qualified bat biologist. If a roost is detected, passive exclusion shall include monitoring the roost for 3 days to determine if the roost is active. If the roost is determined to support a reproductive female with young, the roost shall be avoided until it is no longer active. If the roost remains active during the 3 monitoring days and observations confirm it is not a maternity colony, a temporary bat exclusion device shall be installed under the supervision of a Metro-approved qualified bat biologist. At the discretion of the biologist, based on his or her expertise, an alternative roosting structure(s) may be constructed and installed prior to the installation of exclusion devices. Exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young inside during the summer months or torpid (overwintering) individuals during the winter. If it cannot be determined whether an active roost site supports a maternity colony, the roost site shall not be disturbed, and construction within 300 feet shall be postponed or halted until the roost is vacated and the young are volant (able to fly). Exclusion efforts shall be monitored on a weekly basis and continued for the duration of project construction activities and removed when no longer necessary. The following avoidance and minimization measures shall be implemented during construction:	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Retain a qualified bat biologist	Metro	Metro		Prior to Tree Removal/Bridge Removal	—	—
		Conduct preconstruction bat surveys	Metro	Metro		During Construction	—	—
		Implement avoidance measures and/or temporary bat exclusion devices (only if a roost with active nest is detected)	Metro	Metro		During Construction	—	—

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• All work conducted on bridges shall occur during the day. If this is not feasible, lighting and noise shall be directed away from night roosting and foraging areas. • Combustion equipment (such as generators, pumps, and vehicles) shall not be parked or operated under a bridge. Construction personnel shall not be present directly under a roosting colony. Construction activities shall not severely restrict airspace access to the roosts. • Removal of mature trees that provide suitable bat roosting habitat shall be conducted outside of the maternity season (May 1 through August 31); that is, removal shall be conducted between September 1 and April 30. Because bats may be present in a torpid state during the winter, suitable roosting habitat shall be removed before the onset of cold weather (approximately November 1) or as determined by a qualified bat biologist). • When removing palm trees, the dead fronds shall be removed first before felling the palm to allow any bats to escape.							
BIO–2 **MBTA Species:** Vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within 7 days prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active. Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA. In addition, if work on existing bridges with potential nest sites that will be removed or will have modifications to the substructure is to be conducted between February 1 and September 30, all bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of swallow nests on bridges that are under	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Retain a qualified bird biologist	Metro	Metro		Prior to Construction	—	—
	Conduct preconstruction bird surveys	Metro	Metro		Within 7 days prior to vegetation removal	—	—
	Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys)	Contractor	Metro		Prior to vegetation removal until nest is no longer active	—	—
	Install exclusionary devices (only if suitable nests are identified during preconstruction surveys)	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—
	Remove bird nests	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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	construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction.							
BIO-3	**Protected Trees:** Preconstruction surveys for protected trees (native trees 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under Ordinance No. 177404, Preservation of Protected Trees of the City of Los Angeles' municipal code, including oaks, southern California black walnut, western sycamore, and California bay), shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps to determine which trees may be protected in accordance with Ordinance No. 177404. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the City of Los Angeles Department of Public Works. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the City of Los Angeles has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring 1 inch or more in diameter, 1 foot above the base, and shall be at least 7 feet in height measured from the base.	Retain a registered arborist to conduct preconstruction surveys and prepare a Protected Tree Report	Metro	Metro	Phase A and B	180 days prior to Construction	—	—
		Conduct preconstruction protected tree surveys	Metro	Metro		120 days prior to Construction	—	—
		Prepare Protected Tree Report	Metro	Metro		Prior to Construction	—	—
		Replace and/or relocate protected trees (as needed)	Metro	Metro		Within one year of removal of protected trees	—	—
Hydrology and Water Quality								
HWQ-1	**Prepare and Implement a SWPPP:** During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as they relate to project construction activities. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during project construction. Metro shall comply with the Risk Level 1 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to SWRCB within 90 days of completion of construction and stabilization of the site.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare and submit Notice of Intent	Contractor/Metro	SWRCB		Prior to Construction		
		Prepare SWPPP/	Contractor	Metro/RWQCB		Prior to Construction	—	—
		Implement SWPPP (including preparation of rain event action plans)	Contractor	RWQCB		During Construction	—	—
		Prepare and submit Notice of Termination	Contractor/Metro	SWRCB		90 days prior to completion of construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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HWQ-2	**Final Water Quality BMP Selection (Caltrans ROW):** Metro shall comply with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit). This post-construction requirement would only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans Project Planning and Design Guide (latest edition).	Incorporate applicable NPDES requirements (for the portions of project within Caltrans ROW) into applicable construction documents (plans and specifications)	Metro	Caltrans	Phase A and B	Final Design	—	—
		Prepare a stormwater data report	Metro	Caltrans		Final Design	—	—
HWQ-3	**Final Water Quality BMP Selection (Railroad ROW):** For the portion of the project outside Caltrans ROW, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit).	Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—
HWQ-4	**Final Water Quality BMP Selection (City of Los Angeles):** Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit). This post-construction requirement shall apply to the entire project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to project operation and maintenance.	Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—
		Prepare a final LID report	Metro	City of Los Angeles		Final Design	—	—
HWQ-5	**Comply with Local Dewatering Requirements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Obtain Dewatering Permits (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities)	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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HWQ-6	**Comply with Local Dewatering Requirements for Contaminated Sites:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compounds-Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites affected during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Obtain Dewatering Permits for Contaminated Sites (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities on Contaminated Sites)	—	—
HWQ-7	**Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses:** Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare Industrial SWPPP for relocated, regulated industrial uses	Contractor	RWQCB		Prior to Construction (on Industrial Sites)	—	—
Geology and Soils								
GEO-1	**Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following: • Site preparation • Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading • Corrosive soils • Structural foundations • Grading practices The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions, and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway	Prepare final geotechnical report	Metro	Metro	Phase A and B	During Final Design	—	—
		Incorporate site-specific recommendations of the final geotechnical report into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
		Construct infrastructure per the site-specific geotechnical recommendations	Contractor	Metro		During Construction	—	—

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.							
Hazards and Hazardous Materials							
HAZ-1 **Prepare a Construction Hazardous Materials Management Plan:** Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following: • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Prepare Hazardous Materials Management Plan	Contractor	Metro		Prior to Construction	—	—
	Implement Hazardous Materials Management Plan	Contractor	Metro		During Construction	—	—
HAZ-2 **Prepare Project-wide Phase II ESA (based on completed Phase I ESA):** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the project footprint that would be affected by excavation. Phase II activities shall consist of: • Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental	Prepare Phase II ESA Investigation	Metro	Metro	Phase A and B	Prior to Final Design	—	—
	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		Prior to Construction	—	—
	Implement Phase II recommendations/findings	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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	laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area. • Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals. A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.							
HAZ-3	**Prepare a General Construction Soil Management Plan:** Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the project footprint for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan: • General worker health and safety procedures • Dust control • Management of soil stockpiles • Traffic control • Stormwater erosion control using BMPs	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare Construction Soil Management Plan (project wide)	Contractor	Metro		Prior to Construction	—	—
		Implement Construction Soil Management Plan (project wide)	Contractor	Metro		During Construction	—	—
		Provide proof of certified clean imported soil	Contractor	Metro		During Construction	—	—
HAZ-4	**Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans:** Prior to construction, Metro shall prepare parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination varies widely across the project footprint, and the parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following: • Soil disposal protocols • Protocols governing the discovery of unknown contaminants • Management of soil on properties within the project footprint with LUCs or known contaminants Prior to construction on individual properties with LUCs or known contaminants, a parcel-specific HASPs shall also be prepared for submittal and	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—
		Retain a Certified Industrial Hygienist to prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro	Metro		Prior to Construction	—	—
		Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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	approval by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASPs provisions shall also be implemented: • Training requirements for site workers who may be handling contaminated material • Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property • Mitigation and monitoring measures that are protective of site worker and public health and safety Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites.	Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Los Angeles, RWQCB	Metro	Metro		Prior to Construction	—	—
HAZ-5	**Land Use Covenant Sites and Coordination with the DTSC:** Prior to construction on properties with a LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Coordinate with DTSC on LUC sites	Metro/Contractor	DTSC		Prior to Construction (on LUC sites)	—	—
HAZ-6	Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered: Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells encountered during the construction process.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Halt work if potentially hazardous materials/abandoned wells are encountered	Contractor	Metro		During Construction	—	—
HAZ-7	**Compliance with the City of Los Angeles Building Code Methane Regulations:** Prior to final design, Metro shall verify that the design of infrastructure improvements located within Methane Buffer Zones (as defined by LABOE) comply with the City of Los Angeles Building Code regulations set forth in Ordinances 175790 and 180619. The ordinances require evaluation of methane hazards and mitigation of a methane hazard, if one exists, depending on the severity of the hazard.	Verify compliance with City of Los Angeles Building Code Methane Regulations	Metro	City of Los Angeles	Phase A and B	During Final Design	—	—

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HAZ-8	**Pre-Demolition Investigation:** Prior to the demolition of any structures constructed prior to the 1970s, a survey shall be conducted for the presence of hazardous building materials, such as asbestos-containing materials, lead-based paints, and other materials falling under the Universal Waste requirements. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California, and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition)	Contractor	Metro		Prior to Building Demolition	—	—
		Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey)	Contractor	OSHA/Los Angeles County Department of Public Health		Prior to Building Demolition	—	—
		Provide proof of appropriate licenses and certifications	Contractor	Metro		Prior to Building Demolition	—	—
		Secure the site and disconnect utilities	Contractor	Metro		Prior to Building Demolition	—	—
		Implement Removal Plan	Contractor	Metro		During Building Demolition	—	—
Cultural Resources								
HIST-1a	**LAUS City of Los Angeles CHC Review and Consultation:** Metro shall comply with the applicable Cultural Heritage Ordinance sections for LAUS as a Historic Cultural Monument by obtaining a Permit for Substantial Alteration and/or Permit for the Demolition or Relocation of a Site, Building or Structure Designated a Monument. Per Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of any Designated HCM without first having applied for and been granted a permit. The Director of Planning may refer a permit to the CHC when there is potential discrepancy between the proposal and the standards. The CHC may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.	Obtain permit for substantial alteration, demolition, or removal of site, building, or structure.	Metro	City of Los Angeles Cultural Heritage Commission/Department of City Planning/Department of Building and Safety	Phase A and B	Prior to Construction (at LAUS)	—	—
HIST-1b	**LAUS HABS-Like Documentation: Historic Resource Recordation:** Impacts resulting from the demolition or alteration of character-defining features of LAUS shall be minimized through archival documentation of as-built and as-found condition. Prior to initiation of construction work at LAUS, Metro shall ensure that documentation of the character-defining features proposed for demolition is completed in a manner similar to a HABS, Level I survey documentation. The further documentation of LAUS shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified	Retain qualified architectural historian or historian who meets the Secretary of the Interior's professional qualification standards for history and/or architectural history	Metro	Metro	Phase A and B	Prior to Construction (at LAUS)	—	—
		Conduct HABS-Like documentation and further documentation for all character defining features at LAUS	Metro	Metro		Prior to Construction (at LAUS)	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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	architectural historian or historian who meets the Secretary of the Interior's professional qualification standards for history and/or architectural history. The archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library. At a minimum, but not limited to, the following character-defining features shall be included in this documentation: • Pedestrian passageway • Ramps • Railings • Platforms • Butterfly shed canopies • South retaining wall • Terminal Tower • Car Supply/Maintenance Building • Cesar Chavez Avenue Undercrossing • Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)	Donate archival documentation to a suitable repository	Metro	Metro		Prior to Operation of New Modified Expanded Passageway (at LAUS)	—	—
HIST-1c	**LAUS Restoration of the Existing Passenger Concourse (west of pedestrian passageway)**: To ensure compatibility with the architecturally significant buildings that are part of LAUS and to mitigate the demolition or alteration of character-defining features at LAUS, the original passenger concourse shall be restored, where feasible, from an engineering and constructability standpoint, to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration. The original passenger concourse is a distinct transitional space between the waiting hall and the pedestrian passageway, having a low and flat ceiling with chamfered, rectangular columns with flared capitals. The original passenger concourse presently contains multiple retail spaces, restrooms, Amtrak ticketing and baggage handling, and the entrance to the subterranean Red and Purple subway lines. This includes possible redesign of the entrance to the Metro Red Line Subway to be more compatible with the historic LAUS design. Metro shall design and implement the restoration in consultation with and with approval from the City of Los Angeles CHC and OHR prior to finalizing design.	Incorporate restoration design elements into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
		Submit restoration design plans to the City of Los Angeles CHC and OHR.	Metro	City of Los Angeles CHC and OHR		During Final Design	—	—
		Implement the restoration design as approved	Contractor	City of Los Angeles CHC and OHR		During Construction	—	—
HIST-1d	**LAUS Educational Exhibit:** Because the passenger interface (i.e., the pedestrian passageway, ramps, railings, and butterfly shed canopies) between the trains and the architecturally significant buildings at LAUS would be demolished and replaced by a new design, an educational display shall be created by Metro and installed at LAUS that could be viewed by the public and would demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall	Incorporate educational display into applicable construction documents (plans and specifications)	Metro	Metro	Phase B	During Final Design	—	—
		Submit educational display design plans to the City of Los Angeles CHC and OHR	Metro	City of Los Angeles CHC and OHR		During Final Design	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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	design and implement the educational display in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.	Implement the educational display as approved	Metro	City of Los Angeles CHC and OHR		During Construction	—	—
HIST-2	**William Mead Homes Consultation:** Mitigation Measure AES-1 (described in Section 3.4, Aesthetics) requires coordination with HACLA on the aesthetic treatments for the proposed retaining wall and sound wall. Metro shall send copies of pertinent consultation documentation regarding proposed retaining wall and sound wall design and/or aesthetic treatments including plans, specifications, and other documentation to the City of Los Angeles OHR to keep them apprised of the consultation process.	Submit sound wall and aesthetic treatment design plans to the City of Los Angeles OHR	Metro	City of Los Angeles OHR	Phase B	During Final Design	—	—
		Implement the aesthetic treatments as approved	Metro	City of Los Angeles OHR		During Construction	—	—
HIST-3	**Friedman Bag Company:** Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.	Conduct HABS-like documentation of the Freidman Bag Company building	Metro	City of Los Angeles OHR	Phase A	Prior to Building Demolition (Friedman-Bay Company building)	—	—
		Submit documentation to OHR for review and approval	Metro	Metro		Prior to Building Demolition (Friedman-Bay Company building)	—	—
		Donate archival documentation to a suitable repository	Metro	Metro		Prior to Operation of Run-Through Service	—	—
HIST-4	**North Main Street Bridge City of Los Angeles Cultural Heritage Commission Review and Consultation:** Metro shall ensure that prior to construction, work proposed on all elements and character-defining features of the North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, shall follow the Secretary of Interior's Standards for the Treatment of Historic Properties. The North Main Street Bridge is designated a LAHCM (#901). Pursuant to Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of the North Main Street Bridge without first having applied for and been granted a permit by the City of Los Angeles. The Director of Planning may refer a permit to the CHC when there is a potential discrepancy between the proposal and the standards. The commission may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.	Obtain permit for any substantial alteration.	Metro	City of Los Angeles Cultural Heritage Commission/Department of City Planning/Department of Building and Safety	Phase A and B	Prior to Construction (at North Main Street Bridge)	—	—
HIST-5	**Archaeological Site CA-LAN-1575/H:** Preparation of a Cultural Resources Mitigation and Management Plan: Prior to construction, Metro's qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis and evaluation of the types of material anticipated to be encountered, shall develop a CRMMP that includes the treatment and management for known historical resources, determines thresholds of significance for each of the	Retain qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards in Archaeology	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Prepare CRMMP to meet minimum requirements of Mitigation Measure HIST-5	Metro	Metro/Caltrans		Prior to Construction	—	—

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
feature types that may be encountered, and the process for treating unanticipated discoveries. The CRMMP shall contain a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction. The CRMMP shall detail the discovery protocol if human remains and/or funerary objects, sacred objects, and objects of cultural patrimony are encountered and shall include a plan for reburial in an appropriate location. The CRMMP shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation's Archaeological Resources Management Reports: Recommended Contents and Format. Consulting Tribes under AB 52 for the project shall have the opportunity to review and comment on the Draft CRMMP. Provisions within the CRMMP may include arrangements with tribal representatives, for example, to respectfully reinter tribal resources on site if practicable. Caltrans shall have the opportunity to review and comment on the Draft CRMMP. The CRMMP shall include, at a minimum, the following: • ***Efforts to Preserve and Protect in Place*:** The CRMMP, per CEQA Guidelines 15162.4(b)(3), shall attempt to avoid impacts on Archaeological Site CA-LAN-1575/H and preserve in place any areas where significant components of Archaeological Site CA-LAN-1575/H are known to exist, if feasible. • ***Development of a Preconstruction Site-Specific Sensitivity Model:*** Final design feature location and the respective level and depth of ground disturbance shall serve as the basis for impacts on known locations of previously recorded archaeological features. Comparison of final design feature location with "as-built plans" especially as they relate to US-101 and historic maps for the area shall identify specific site features buried within the project study area, if any. Further, specific geotechnical boring results and past archaeological reports that identify depth of fill shall determine the level of sensitivity to encounter archaeological remains for each construction component. A three-dimensional model or other relatable graphic depiction shall be created to assist Metro with the interpretation of potential archaeological impacts. • ***Phasing of Feature Testing in Advance of Construction, Excavation, and Recovery:*** The CRMMP shall contain very specific methodology regarding testing of known features identified through the development of the sensitivity model. Due to the extreme constraints posed by the project area location (affecting public transportation through closure of roads, etc.), testing shall occur as part of the preconstruction activities. This CRMMP shall also contain specific methodology regarding feature evaluation, data recovery, and analysis for reporting. • ***Archaeological Monitoring*:** The CRMMP shall identify monitoring locations and protocols based on the final design and potential impacts.	Provide Draft CRMMP to AB52 consulting Tribes for review and comment	Metro	Metro		Prior to completion of the CRMMP	—	—
	Implement the CRMMP, including WEAP training, monitoring, and reporting requirements	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Metro shall retain archaeological monitors who will be supervised by a qualified archaeologist. All archaeological monitors shall be trained in the types of materials they may encounter. The CRMMP shall rely on an Occupational Safety and Health Administration-qualified determinations in regard to the safety of monitoring locations and the potential for contaminated soils or other hazards. • ***Native American Monitoring:*** The CRMMP shall identify Native American monitoring locations and protocols based on the final design and potential impacts. Metro shall retain Native American monitors consistent with the requirements detailed in Mitigation Measure TCR-1. The CRMMP shall rely on Occupational Safety and Health Administration-qualified determinations in regard to the safety of monitoring locations and the potential for contaminated soils or other hazards. • ***WEAP Training:*** A qualified archaeologist shall be retained to prepare a cultural resource-focused WEAP training that shall be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. Topics to be included for WEAP training shall be identified in the CRMMP. All site workers shall be required to complete WEAP Training, with a focus on cultural resources, including education on the consequences of unauthorized collection of artifacts, and a review of discovery protocol. WEAP training shall also explain the requirements of mitigation measures that must be implemented during ground-disturbing construction activities in archaeologically sensitive areas. • ***Archaeological Reporting*:** All archaeological reports shall meet the requirements set forth for reporting in the CRMMP and be submitted to Metro. o *Evaluation and Data Recovery Reports*: Where archaeological evaluation and data recovery are required, the results shall be documented in an evaluation and data recovery report. This document shall summarize the evaluation efforts and data recovery results. For each site or feature that undergoes data recovery, the report shall be prepared in accordance with the guidelines established by the Secretary of the Interior's Standards for Archaeological Documentation and the OHP's Archaeological Resource Management Reports: Recommended Contents and Format. o *Archaeological Monitoring Report:* Metro's qualified archaeologist shall prepare a yearly written report detailing monitoring activities performed at Archaeological Site CA-LAN-1575/H and at any other previously undiscovered archaeological site. A final monitoring report shall be written by Metro's qualified archaeologist upon completion of grading and excavation activities within cultural bearing soils. The yearly report shall include the results of the fieldwork for the time period and all appropriate laboratory and analytical studies that were performed in conjunction with excavations.							

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	• ***Curation of Archaeological Collections:*** Archaeological collections are comprised of several components, including but not limited to artifacts, environmental and dating samples, field documentation, laboratory documentation, photographic records, related historical documents, and reports. All artifacts, notes, photographs, and other materials recovered during the monitoring program related to Archaeological Site CA-LAN-1575/H, and any historical resource encountered during construction shall be curated or reburied by Metro, following the specific guidelines presented in the CRMMP.							
HIST-6	**Development of a Public Participation or Outreach Plan for P-19-001575 (Archeological Site CA-LAN-1575/H):** Prior to construction, Metro shall develop a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52; cultural resource professionals, including but not limited to, qualified archaeologists, historians, and/or architectural historians, and other potential stakeholders, such as local historic societies. The plan may include visual/educational exhibits or murals within LAUS, the development of an educational telephone application, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans.	Prepare public outreach and educational plan	Metro	Metro	Phase A and B	Prior to Construction (at LAUS)	—	—
PAL-1	**Prepare a PMP:** It is anticipated that Quaternary older alluvium or Puente Formation, which have a high sensitivity level, would be impacted during construction. A PMP shall be prepared by Metro's qualified Paleontologist using final excavation plans to determine where these geologic units would be impacted, and Metro shall implement the PMP prior to the start of any ground-disturbing construction activities. The PMP shall include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP shall include a requirement for full-time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that only impact artificial fill and Quaternary alluvium. The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt surface disturbing activities in the immediate area (within a 25-foot radius of the discovery), and a qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in conformance with state guidelines and best practices.	Retain qualified paleontologist to prepare a PMP	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Prepare PMP	Metro	Metro		Prior to Construction	—	—
		Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources	Metro	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	Construction activities may continue on other areas of the project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by a qualified paleontologist.							
PAL-2	**WEAP Training:** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be given to all ground-disturbing construction personnel. All site workers shall be required to complete WEAP training with a focus on paleontological resources, including a review of what to do in the case of an unanticipated fossil discovery, as identified in the PMP.	Prepare a paleontological resource-focused WEAP Training.	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Provide WEAP training to all ground-disturbing construction personnel	Contractor	Metro		Prior to Construction and during construction as new personnel join the project	—	—
PAL-3	**Curation:** Significant fossils recovered during construction shall be curated by Metro in perpetuity at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.	Prepare, identify, and catalogue significant fossils recovered for curation	Metro	Metro	Phase A and B	During Construction	—	—
		Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation	Metro	Metro		Post Construction	—	—
HR-1	**Human Remains:** In the event that any human remains or related resources are discovered during construction, such resources shall be treated in accordance with applicable state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate. All construction affecting the discovery site shall immediately cease until the County Coroner is contacted (within 24 hours of the discovery of potential human remains, as required by CEQA Guidelines, Section 15064.5[e]), and the human remains are evaluated by the County Coroner for the nature of the remains and cause of death. The County Coroner must determine within 2 working days of being notified if the remains are subject to their authority. PRC Section 5097.98 requires that the immediate vicinity where the discovery occurred be subject to no further disturbances and be adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. If the remains are determined to be of Native American origin, the coroner shall contact the NAHC by phone within 24 hours, and the NAHC shall be asked to determine the most likely descendants who are to be notified or, if the remains are unidentifiable, to establish the procedures for burial within 48 hours of notification. All parties involved shall ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. This discovery protocol shall be included in the CRMMP.	Incorporate discovery protocol in the CRMMP (see Mitigation Measure HIST-5 above)	Metro	Metro	Phase A and B	Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
TCR-1 **Native American Monitoring**: To ensure TCRs are treated with culturally appropriate dignity, Metro shall retain a Native American monitor to be present at all phases of work with the potential to impact Archaeological Site CA-LAN-1575/H. A Native American monitor shall also be present at all phases of work with the potential to impact other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits. The Native American monitor shall be selected from a tribal group with ancestral ties to this location, to be present alongside the archaeological monitor. The CRMMP shall guide Native American monitoring and shall include details on the potential discovery of previously undiscovered ethnographic and prehistoric archaeological deposits, human remains, and other sensitive resources.	Retain Native American Monitor for all phases of work with potential to impact Archaeological Site CA LAN 1575/H	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Incorporate Native American monitor requirements into CRMMP (see Mitigation Measure HIST-5 above)	Metro	Metro		During Construction (at LAUS)	—	—

Notes:
AB=Assembly Bill; BMP=best management practice; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction general permit; CHC=Cultural Heritage Commission; CHSRA=California High-Speed Rail Authority; CRMMP=Cultural Resource Mitigation and Management Plan; DTSC=Department of Toxic Substance Control; EIR=environmental impact report; ESA=environmental site assessment; FTA=Federal Transit Administration; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HCM=Historic-Cultural Monument; HMMP=Hazardous materials management plan; HSR=High-Speed Rail; IGP=industrial general permit; LA=Los Angeles; LABOE=Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=Land Use Covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PAH=polynuclear aromatic hydrocarbon; PMP=Paleontological Mitigation Plan; PRC=Public Resources Code; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRA=Southern California Regional Rail Authority; SWRCB=State Water Resources Control Board; SWPPP=stormwater pollution prevention plan; TMP=traffic management plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program

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ATTACHMENT G

METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
2558 Supply Street Pomona, CA 91767
metrolinktrains.com

MEMORANDUM

Date: February 20, 2019

TO: Jeanet Owens, PE – Senior Executive Officer – Regional Rail, Metro
Will Ridder – Executive Officer – State Policy & Programming, Metro
Chad Edison – Deputy Secretary, Transportation - CalSTA
Michelle Boehm – Southern California Regional Director – CHSRA
Bruce Armistead – Director of Operations & Maintenance – CHSRA

FROM: Justin Fornelli, PE – Director, Engineering and Construction

RE: Link Union Station (Link US) – North Loop and Number of Run-through Tracks

The Link US project is a regionally critical project that will transform rail operation in and through Los Angeles Union Station (LAUS) for services currently operated by Southern California Regional Rail Authority or Metrolink (SCRRA), the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN), the National Passenger Railroad Corporation (Amtrak), and future services operated for the California High Speed Rail Authority (CHSRA). The Los Angeles County Metropolitan Transportation Authority (Metro) has requested the position of SCRRA related to two questions to guide Metro's design efforts during the preliminary engineering phase for the Link US Project:

- Is elimination of the "North Loop" in advanced design efforts acceptable?
- What track configuration (8 through tracks versus 10 through tracks) shall be advanced?

This memorandum is intended to memorialize SCRRA's position and concurrence on specific design considerations for the Link US Project at its current stage of 10% design and other considerations associated with operating the Metrolink system in a run-through configuration, to present our responses to the two key questions, and to present areas of concern that deserve continued attention and resolution. We feel our joint focus should be on reaching a consensus for the two run-through track design for the conventional regional rail operators, SCRRA and Amtrak within the allocated budget. Furthermore, we concur that our efforts should not preclude strategic features that support future expansion to CHSRA.

Please note that as SCRRA considers these questions, our key objectives incorporate several priorities:

ATTACHMENT G

- Introduction of through service to accommodate service/ridership growth;
- Improved access for passengers (platforms, ramps, concourse);
- State of good repair improvements; and
- Maintaining safe and reliable service throughout construction.

Elimination of North Loop

The elimination of the "North Loop" alignment of the Link US Project (noted in Exhibit A) to achieve a cost reduction and remain within the $950M budget represents a substantial change to the functional design of the proposed facility. It would eliminate some combinations of run-through service (e.g. between the San Bernardino and Antelope Valley Lines) and reduce the added capacity of the expanded station, creating less new capacity to share between existing and prospective tenants. The elimination of the North Loop would also trigger the need to continue to make many turn-back moves and therefore negatively affects the capacity of this terminal.

A key benefit of the North Loop is to facilitate non-revenue moves between LAUS and the Central Maintenance Facility (CMF). Metrolink Lines that will benefit include Antelope Valley, Orange County, Riverside, San Bernardino, Ventura County and 91/Perris Valley Lines. Such moves are fundamentally critical to Metrolink's current CMF-based equipment maintenance strategy. Our existing outlying maintenance facilities cannot support the type of maintenance activities that we currently undergo at the CMF, so the CMF remains as a critical location in our current operations plan.

Such moves may not be as critical in a future operating scenario with bidirectional service and equipment maintenance occurring at outlying points. The capital investments needed for these future operating scenarios remain largely unfunded, with existing outlying facilities only partially built, and new railroad maintenance facilities at new locations extremely difficult to develop and operate due to community concerns and environmental regulations.

As such, SCRRA conditionally agrees to move forward with the elimination of the North-Loop from the design under these conditions:

1. Further detailed operational analysis and network planning by SCRRA is required to determine the optimal future configuration of LAUS without the North Loop at two phases of operation – at the end of a first phase with just two run-through tracks (Phase A) and at the end of a second phase (Phase B) with use of two to four fewer platform tracks in the long-term operating configuration. This analysis and planning effort will be complete by Fall 2019.

2. Prior to beginning work on any stage of construction that takes any tracks or platforms out of service, Metro, in collaboration with SCRRA, shall prepare and test construction staging and operating plans that don't degrade the existing performance and would in general sustain 94% on time performance (OTP) during

ATTACHMENT G

construction of both Phase A and Phase B. It is our understanding that the North Loop would have helped to mitigate construction impacts during Phase B construction.

3. Absent any future agreement or funding to transition to new operating strategies or complete the infrastructure needed for those new operating strategies, including but not limited to modifications and expansions to existing facilities (e.g. CMF, Eastern Maintenance Facility, Moorpark, Lancaster, and South Perris) and new facilities (e.g. Southside Turn Facility and Orange County Maintenance Facility), Metrolink shall operate at LAUS with the method of operation as it does today and with its planned level of service.

Run-through Tracks – 8 vs 10

Based on operating analyses conducted in partnership with CHSRA and Metro, SCRRA has determined that Metrolink's service goals, as defined in the Link US Rail Planning Technical Memorandum, may be best met with the use of six run-through tracks for conventional rail use, corresponding with three platforms at LAUS. The amount and length of turn back stub ended tracks is also important, especially for trains operating on routes that may not use the run-through capability for all runs (San Bernardino Line and the Riverside Line) or trains that need to be serviced at CMF. The optimum amount of run-through tracks and corresponding platforms for regional rail and CHSRA is a very complicated, interdependent planning challenge closely tied to the overall network operations.

SCRRA understands that CHSRA's desire is to expand from two tracks to four in the long-term future at LAUS. **Any such expansion shall not impact Metrolink operations – including protecting capacity for Metrolink's anticipated growth, as defined in the Link US Rail Planning Technical Memorandum**. This issue is most relevant if CHSRA desires to expand from two to four tracks at LAUS in the future.

With regard to the present Metro-submitted 10% design, SCRRA agrees to move forward with the design of eight run-through tracks at LAUS under these conditions:

1. Ten tracks, six of which are run-through, are available for Metrolink and Amtrak, with compatible platform boarding heights in the long-term condition;
2. Should, in the future, CHSRA desire to convert any of those tracks and platforms to predominant CHSRA use, CHSRA shall not impact Metrolink operations, including protecting capacity for Metrolink's anticipated service growth. This could include shared platform use, technological and process improvements, and/or infrastructure investments (e.g. "Southside Turn Facility");

ATTACHMENT G

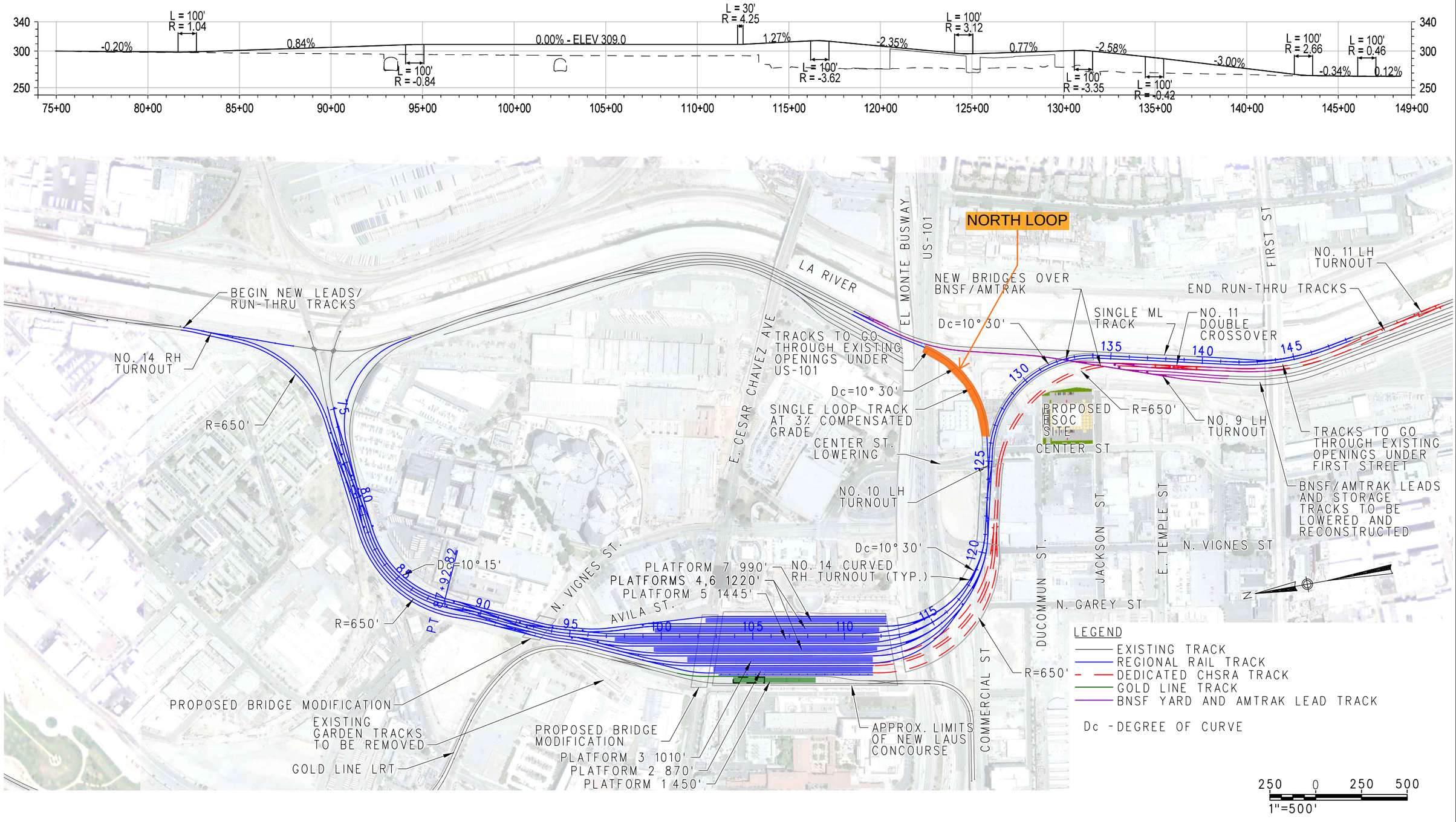
Closing Remarks

Given the significant impact of Link US to the operation of the rail system, there are many areas that still require coordination and satisfactory resolution beyond the current planning phase for the complete Link US concept to be fully accepted by SCRRA. There are design exceptions in the current design which cannot be considered final until SCRRA has completed our review and approval. We are committed to working with Metro, CHSRA, and LOSSAN to finalize the design to fulfill the needs of all operators during construction and through final build-out.

cc: Stephanie Wiggins – Chief Executive Officer, SCRRA
Darrell Maxey - Interim Chief Operating Officer, SCRRA
Elizabeth Lun – Interim Deputy Chief Operating Officer, SCRRA

EXHIBIT A

ATTACHMENT G



HDR	Metro	LINK UNION STATION ALTERNATIVE 1 UP TO 10 RUN-THROUGH TRACKS (SHARED TRACK ALIGNMENT)	SCALE: 1"=500' DATE: 03-27-2018

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Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

ATTACHMENT H

Los Angeles County Supervisor Sheila Kuehl
Metro Board of Directors, Chair
Third Supervisorial District
sheila@bos.lacounty.gov
May 16, 2019

RE: Link US Project Draft EIR Public Comment Response Changes

Dear Honorable Supervisor Kuehl,

I am writing this letter on behalf of the Little Tokyo Community Council (LTCC) in support of the changes proposed in the Draft EIR for the Link US Project presented to us on April 23, 2019. Established in 1999, the LTCC is the nonprofit community coalition of residents, businesses, and religious, cultural, and community organizations as well as other vested stakeholders in the Little Tokyo community. By bringing together a broad range of stakeholders to speak with one voice, we protect, preserve, and promote the character and values of the historic Little Tokyo community.

During the 45-Day Public Review from January 17 to March 4 (2019), a number of community members and organizations representing various stakeholders in Little Tokyo submitted comment letters and online comments with concerns. The concerns mainly included opposing the above-grade passage way, negative construction impacts (air quality, rail operations, traffic) and the permanent closure of Vignes Street. We were pleased to see that the Link US Metro staff team took these public comments very seriously and is proposing direct solutions to them.

We support the following summary of proposed responses presented.

1. **Maintaining access to Vignes Street:** “the Final EIR Project would shift the run-through track alignment north; thereby avoiding the need to close Vignes Street or realign Commercial Street.”
2. **Minimal US-101 on-/off-ramp improvements**: “Changes to the SB US-101 Off-Ramp to Commercial Street are no longer required”
3. **No US-101 HOV lane reconfiguration**: “Reconfiguration...is not part of the proposed project because no long term impacts on this facility would occur.”
4. **Alameda Street Bridge**: “The Link US Project would not cause long-term traffic impacts that would require widening of Alameda Street.”
5. **Minimizing simultaneous detours/closure of roads during construction & Advance notifications:** “Mitigation Measure TR-1 currently includes advanced notifications for the surrounding residents and communities. Mitigation measure TR-1 was modified to include provisions that restrict simultaneous closure of roads during construction during peak hours, where feasible.”
6. **Minimizing construction traffic impacts**: “With implementation of proposed mitigation, temporary construction-related impacts in the AM or PM peak-hour conditions would not result in significant traffic delays per LADOT guidelines.”

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ATTACHMENT H

LTCC appreciates the time the Link US Metro staff took to inform the community as well as finding alternatives to our various concerns. This is a great example of meaningful community engagement that can be modeled for ongoing Metro projects. Furthermore, we strongly recommend that the **Metro Board support these proposed changes to be included in the Final EIR** that are in direct response to addressing community concerns in Little Tokyo. If you have any questions, you may reach me at kristin@littletokyola.org . Thank you for taking the time to review our letter of support.

Sincerely,

Kristin Fukushima
Managing Director

ATTACHMENT H

LITTLE TOKYO BUSINESS ASSOCIATION
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT

250 E. FIRST STREET #201
LOS ANGELES, CA 90012
Phone (213) 880-6875
Email: board@visitlittletokyo.com
Website: www.visitlittletokyo.com

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Kenji Suzuki (Suehiro Restaurant)
Nancy Takayama (independent)
Jason Toyoshima (Sushi Gen Restaurant)
Yoshiko Ueda (U&U Graphics)

June 8, 2019

Metropolitan Transportation Authority
Attn: Vincent Chio
Link US Deputy Project Manager
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: Link Union Station Final EIR

Dear Mr. Chio,

Thank you for taking the time recently to share with us the updated plans for the Link Union Station (Link US) project. Most important, we appreciate the climate of mutual understanding that has emerged through meaningful two-day dialogue between our organization and your team.

The Little Tokyo Business Association (LTBA) and its Transportation Committee are pleased to be able to confirm our support for the Link US Final Environmental Impact Report (EIR) plan that allows the Vignes Street north-south traffic artery from Commercial Street to 1st Street to remain open and avoids the purchase of property, saving METRO $120 million. The re-engineering has addressed the concerns we expressed previously that would have negatively impacted many of our community institutions, businesses and residents.

We encourage efforts to meet the region's long-term transportation needs, expand regional rail connectivity, and create opportunities for transit-oriented development and urge the METRO Board of Directors to approve the Link US Final EIR plan as currently configured.

Yours truly,

Masao "Mike" Okamoto
President

David Ikegami
LTBA Transportation Chair

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

File #: 2019-0424, **File Type:** Agreement **Agenda Number:** 27.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS ANGELES ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the amendment of the repayment schedule of federal Surface Transportation Program-Local (STP-L) funds with non-federal funds in the Exchange Agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the State Route 126/Commerce Center Drive Interchange Project, as shown in Attachment A.

ISSUE

The County is requesting to amend the repayment schedule for the balance remaining from the exchange agreement of federal STP-L funds with non-federal funds for the State Route 126/Commerce Center Drive Interchange Project. Board approval is required in order to amend the existing agreement repayment schedule. Otherwise, the County would be in default with the terms of the Exchange Agreement and would not be able to bill Caltrans for reimbursement and complete project close-out.

BACKGROUND

In October 2011, the Board approved the Exchange Agreement, which mainly allowed: i) the County to use up to $41 million of STP-L funds for the Project; ii) Metro to negotiate agreements to exchange the non-federal funds, as they become available from the repayment by the County, with participating local agencies that can more efficiently and expeditiously utilize more flexible non-federal transportation funding; and iii) the County to draw down as much of its STP-L funding balance as possible to avoid lapsing. The County agreed to repay $13 million on July 1, 2014 and up to $28 million on July 1, 2016. Due to project delays, the Board approved three requests by the County to amend the repayment schedule.

DISCUSSION

Although the project was substantially completed in 2017, an additional amendment to the repayment

schedule is needed to allow the County to complete project-closeout, including paying for additional expenditures and cost increases, receiving approval for work-change orders, finalizing billing to Caltrans and receiving reimbursement, and completing contract acceptance. To date, the County has remitted $34 million to Metro. The County is requesting to amend the repayment schedule of the Exchange Agreement (as last amended and approved by the Board in June 2018) for the $7 million balance remaining and due to Metro by July 1, 2019 by splitting the payment into: i) $1,530,845 due by July 1, 2019; and ii) up to $5,469,155 due by July 1, 2021.

Equity Platform:

Amending the repayment schedule for the Exchange Agreement with the County supports the third pillar of Metro's Equity Platform (Focus and Deliver) by allowing Metro to continue providing non-federal funds made available by the County through the Exchange Agreement to benefit smaller local agencies. Non-federal funds are essential to small local agencies that do not have the resources or capability to manage and comply with federal funding requirements. With access to non-federal funds, smaller agencies are also able to invest in disadvantaged communities at a much quicker pace, therefore enhancing access to a better quality of life.

DETERMINATION OF SAFETY IMPACT

Amending the repayment schedule of the Exchange Agreement will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Federal STP-L funds are sub-allocated based on population and are administered through Caltrans. The funds are not part of the Metro budget nor are they available for Metro capital or operating uses. As federal funds, STP-L dollars are subject to strict programming and administrative requirements from the Federal Highway Administration and Caltrans.

Funds received from the County are placed in an interest-bearing account for Project 500014 for pass-through allocations to local agencies participating in the STP-L Exchange Program, with a two percent (2%) administrative fee assessed by Metro. If no funds are received, no exchanges are made. Accordingly, slower repayment by the County will simply defer Metro's ability to offer pass-through allocations to participating local agencies. No other impacts are expected.

Impact to Budget

Amending the Exchange Agreement will have no impact to the current Metro budget or for Fiscal Year (FY) 2020. The 2% administrative fee for staff allocation requested in the FY 2020 budget will draw down existing administrative fees accrued from past STP-L exchanges.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports achieving Goal 5 of Metro's Vision 2028 Strategic Plan to provide

responsive, accountable, and trustworthy governance within the Metro organization, as it allows exercising sound fiscal stewardship and expands opportunities for other agencies to continue working with us.

ALTERNATIVES CONSIDERED

The Board may choose not to approve amending the repayment schedule of the Exchange Agreement. Staff does not recommend this alternative because that would bring the County into default with outstanding payments subject to withholding by Metro from the County's: i) Proposition A local return funds; ii) then from Proposition C local return funds; iii) then from Measure R local return funds; and iv) then from any unobligated STP-L balance funds. By not approving the amendment, the County also: i) would not be able to obligate the balance of STP-L funds from the Exchange Agreement and complete project close-out; and ii) could lose some or all of its STP-L unobligated balance from the Exchange Agreement due to lapsing. We also do not recommend this alternative because local agencies would not be able to expedite implementing their transportation projects and may run the risk of having their STP-L funds lapse.

NEXT STEPS

With Board approval, staff will amend the repayment schedule with the County for the balance of STP-L funds. As the County funds are repaid, staff will also continue to negotiate and execute exchange agreements with eligible participating local agencies and ensure that the funds being made available are properly administered and used on STP-L eligible projects in a timely fashion.

ATTACHMENTS

Attachment A - Repayment Schedule

Prepared by: Doreen Morrissey, Principal Transportation Planner, Countywide Planning & Development, (213) 418-3421
Nancy Marroquin, Senior Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Senior Director, Countywide Planning & Development, (213) 922-5539
Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Table 1: Repayment Schedule

Board Action	First Payment		Second Payment		Amount Received by Metro
	Amount	Due	Amount (up to)	Due	
5/26/2011 (original agreement)	$13,000,000	7/1/2014	$28,000,000	7/1/2016	-
6/26/2014 (first amendment)	$13,000,000	6/30/2015	$28,000,000	6/30/2017	$13,000,000
5/25/2017 (second amendment)	$16,000,000	7/1/2017	$12,000,000	7/1/2018	$16,000,000
6/28/2018 (third amendment)	$ 5,000,000	7/1/2018	$ 7,000,000	7/1/2019	$ 5,000,000
6/27/2019 (proposed amendment)	$ 1,530,845	7/1/2019	$ 5,469,155	7/1/2021	

File #: 2019-0430, **File Type:** Agreement **Agenda Number:** 28.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK

ACTION: APPROVE ENVIRONMENTAL RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. DETERMINING that the Lone Hill to White Double Track Project is Statutorily Exempt, pursuant to California Environmental Quality Act Guidelines Section 15275 (a) and (b); and,

B. DIRECTING staff to file a CEQA Notice of Exemption for the LHW Double Track Project with the Los Angeles County Clerk.

ISSUE

Metro completed environmental review and 30% design for the Lone Hill to White (LWH) Double Track Project in August 2017. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting Board approval to determine that the LHW Double Track Project is Statutorily Exempt from California Environmental Quality Act (CEQA) and to formally file the CEQA Notice of Exemption (NOE) with the Los Angeles County Clerk.

DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (SBL), in the cities of San Dimas and La Verne (Attachment A). The Metrolink SBL is the busiest commuter rail line, averaging 11,000 weekday boardings on 38 trains per weekday. The rail infrastructure on the Metrolink SBL is comprised of 65 percent single track which is analogous to two way directional traffic on a single lane. As such, there are many single track bottleneck and capacity constraints which impact the service reliability and on-time performance on the SBL.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce a single train bottleneck. The LHW Double Track Project will improve travel time and efficiency for trains on the Metrolink SBL, reduce delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

The main components of the project include the following:

- 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White
- Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
- Relocation of one industrial track and modification to one industrial track
- Ten new railroad turnouts
- New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration
- Twelve at-grade crossings to be modified, all with Quiet Zone Improvements
- Relocated Utilities and drainage improvements
- Fencing at select locations to improve security along the right-of-way (ROW)

Quiet Zone

In addition to the 3.9 miles of new mainline track, 12 at-grade street crossings will include Quiet Zone ready improvements that will no longer require trains passing through these 12 at-grade street crossings to blow their horns which will improve the quality of life for residents along the right-of-way. The Federal Railroad Administration regulation requires that train locomotive horns begin sounding 15-20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority or government entity such as a city, responsible for traffic control or law enforcement at the street crossing is permitted to create quiet zones. A quiet zone is a section of a rail line that contains at-grade street crossings at which train locomotives are not routinely sounded when trains are approaching the crossings. Because the absence of a routine train horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone is required to include additional safety improvements such as active warning devices, flashing lights, quad gates, etc. that enhances pedestrian safety.

As part of the preliminary engineering, five at-grade crossings in the City of San Dimas and seven in the City of La Verne were designed to the latest SCRRA design standards, which are consistent with FRA Quiet Zone Train Horn Rule Quiet Zone Notice of Intent (NOI) requirements. Diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and calculations were made to ensure that the improvements would quality for FRA approval of a future Quiet Zone, should the two cities wish to file the NOI for Quiet Zones.

Both the cities of San Dimas and La Verne were consulted regarding Quiet Zones. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment C and D).

CEQA Determination

CEQA provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15275, CEQA does not apply to the following mass transit projects: 15275 (a) “The institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use…”; and 15275 (b) “Facility extensions not to exceed four miles in length

which are required for transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." Upon approval of the staff recommendations, the CEQA Notice of Exemption will be filed with the Los Angeles County Clerk (refer to Attachment B).

Community Meetings

During the preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. A wide range of comments and insightful suggestions about the LHW Double Track Project were received. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration, and/or the desire to implement Quiet Zones.

Metrolink SCORE

In 2018 SCRRA received $876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the $10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028. In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the San Bernardino Line.

Metrolink anticipates heavy utilization of the Metrolink San Bernardino line for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the Metrolink San Bernardino Line station in Pomona. Additionally, the San Bernardino Line will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. The LHW Double Track Project will provide important additional capacity that will enable the San Bernardino Line to maintain reliable on-time performance, and add future service, subject to funding availability, consistent with demand and regional planning documents.

DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. Safety improvements at the 12 crossings will benefit cars, trucks, pedestrians, communities and Metrolink riders. Extension of the Pomona Fairground Station platform will prevent Metrolink trains from blocking Arrow Highway.

FINANCIAL IMPACT

There is no financial impact should the Board approve Recommendation A, to determine that the LHW Double Track Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275 (a) and (b). There is also no financial impact should the Board approve Recommendation B, to direct staff to file a CEQA NOE for the LHW Double Track Project with the Los Angeles County Clerk.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendations A and B support strategic plan goals 1, 3 and 4. These actions support

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 County'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 approve the CEQA Statutory Exemption for the LHW Double Track Project. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project qualifies for a CEQA Statutory Exemption. Additionally, the LHW Double Track Project is identified as an early investment project as part of SCRRA's SCORE Program. Finally, the region would lose an opportunity to advance an important capacity project which provides reliability and on-time performance benefits, and enhanced safety and community benefit, with the advancement of 12 Quiet Zone ready crossings.

NEXT STEPS

With Board approval of the staff recommendations, staff will file the CEQA NOE with both the Los Angeles County Clerk and the State Clearinghouse. Staff will return to the Board by September 2019 to request programming of funds to continue the preliminary engineering design to final design to enable a shovel ready project.

ATTACHMENTS

Attachment A - Map of LHW Double Track Project Corridor
Attachment B - CEQA Statutory Exemption
Attachment C - Letter of Support from City of San Dimas
Attachment D - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418 3179
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

Attachment A:
Project Map

Print Form

Attachment B

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles

From: (Public Agency): LA County Metropolitan Transportation Authority

One Gateway Plaza,Los Angeles, CA 90012-2592

(Address)

Project Title: Lone Hill to Control Point White Double-Track Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location - Specific:
The project is located along the San Bernardino Metrolink Line (SBL) between Lone Hill Avenue (MP 26.55) in San Dimas and CP White (MP 30.4) in La Verne within Los Angeles County.

Project Location - City: San Dimas, La Verne Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:
The proposed project would involve the double-tracking of approximately 3.9 miles of railroad track and related infrastructure, and associated safety and grade crossing improvements at 12 at-grade crossings. See continuation sheet.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Erika Wilder

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: CEQA Guidelines §15275(a) and (b)

Reasons why project is exempt:
The proposed project would facilitate the increase of passenger rail service on a rail line already in use. The proposed project also involves improvements to existing stations and parking facilities and does not exceed four miles in length. Therefore, pursuant to §15275(a) and (b), the project is exempt from CEQA.

Lead Agency Contact Person: Erika Wilder Area Code/Telephone/Extension: 213.922.7305

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Lone Hill to Control Point White Double-Track Project Description

The Lone Hill Avenue to CP White Double-Track Project would include approximately 3.9 miles of double track along the San Bernardino Metrolink Line, one of the busiest commuter rail lines in the Metrolink system. To improve the overall functionality of the line, adding a second track where a single track currently exists, at least along this segment of the San Bernardino Line, would help to increase capacity in the future, improve safety and performance, and reduce delays. In addition to the proposed double tracking, the proposed project would include improvements to ten public at-grade crossings and two private grade crossings, and the extension of the existing platform at the existing Pomona Fairgrounds Station. Other modifications include drainage improvements, relocation of utilities and signal houses, and other associated improvements. The proposed project improvements are mostly within the existing railroad or public right-of-way (ROW), and only partial (corner cut) acquisitions of additional ROW will be required for installation of safety improvements at intersections for quiet zone readiness.

A summary of the major proposed project elements is provided below:

- Design 3.9 miles of second mainline track between Lone Hill Avenue (MP 26.55) in San Dimas and CP White (MP 30.4) in La Verne.
- Design connections to auxiliary tracks that include industrial spur and siding tracks.
- Design 12 roadway at-grade crossings, including two private grade crossings, pier protection at the SR-57 underpass, and associated improvements.
- Relocate and modify train-control signal and communication equipment, including signal houses and communications towers.
- Relocate and/or protect utilities.
- Design culvert and drainage improvements.
- Design pedestrian safety enhancements at all grade crossings.
- Design sidewalk and driveway modifications at grade crossings to accommodate the second track and enhance safety.
- Explore options of adding a second platform or crossover at the Pomona Fairgrounds station to be used seasonally, extending the existing station, or keeping the station platform as is.

Purpose and Need/Project Objectives

1. Construct a second track and associated railroad improvements to improve Metrolink passenger rail and freight service to eliminate the current bottleneck and improve travel time along this portion of the SBL, thereby improving operational reliability.
2. Improve safety and accessibility at the existing at-grade crossings by upgrading 12 public and private at-grade roadway crossings and add pier protection at the SR-57 undercrossing.
3. Facilitate the potential for implementation of Quiet Zones in the future by designing the project to meet Quiet Zone standards.

Attachment C

City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN

CITY OF San Dimas CALIFORNIA

Assistant City Manager of Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.

- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curtis W Morris

Curt Morris
Mayor
City of San Dimas

245 EAST BONITA AVENUE • SAN DIMAS • CALIFORNIA 91773-3002 • [909] 394-6200 • FAX [909] 394-6209

Attachment D

CITY OF LA VERNE
CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

June 13, 2019

Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017