



Metro

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

Agenda - Final

Thursday, May 23, 2024

10:00 AM

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Board of Directors - Regular Board Meeting

Karen Bass, Chair

Janice Hahn, Vice Chair

Fernando Dutra, 2nd Vice Chair

Kathryn Barger

James Butts

Jacquelyn Dupont-Walker

Lindsey Horvath

Paul Krekorian

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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x8 *Հայերէն (Armenian)*

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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 23 de Mayo de 2024. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 202-735-3323 y ingrese el codigo
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 13, 16, 17, 20, 21, 22, 23, and 28.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 12.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2024-0352](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2024-0353](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

11. **SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT** [2024-0190](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Board selected full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project;
- B. APPROVING the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E-Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello;
- C. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

- D. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP); and

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

Attachments: [Attachment A - Executive Summary](#)
[Attachment B - Mitigation Monitoring and Reporting Program](#)
[Attachment C - Findings of Fact & Stmt. of Overriding Considerations](#)
[Attachment D - Outreach Summary for CEQA Efforts](#)
[Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE AND OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

14. SUBJECT: TAP PLUS

[2023-0617](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;

- B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025 to December 31, 2028; and,

- C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed \$6.5 million for software development and/or integration to implement open payment and account-based functionality.

- D. AMEND the FY25 Budget by \$33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus

project.

Attachments: [Attachment A - Tentative Timeline on Customer Benefits](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Mod Log](#)
[Attachment D - DEOD Summary](#)
[Attachment E FAQ TAP Plus.](#)

**14.1. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH
 TECHNOLOGY MOTION**

[2024-0367](#)

RECOMMENDATION

APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:

- A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.
- B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:
 - 1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and
 - 2. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.
- C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:
 - 1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;
 - 2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;
 - 3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;
 - 4. A plan to implement automatic LIFE enrollment and social benefit card

utilization as fare media

- D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.

FINANCE, BUDGET, AND AUDIT COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

15. SUBJECT: FISCAL YEAR 2025 (FY25) PROPOSED BUDGET

[2024-0227](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY25 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net](https://www.metro.net/about/financebudget/) <<https://www.metro.net/about/financebudget/>>);
1. AUTHORIZING \$9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 2. AUTHORIZING a total of 11,283 FTEs, of which 9,275 are Represented FTEs and 2,008 are Non-Represented FTEs;
 3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees;
 4. AMENDING the proposed budget to include \$16.4 million for the federal fund awarded to Metro from the Reconnecting Communities and Neighborhoods (RCN) grant for the first set of projects from the Games Mobility Concept Plan;
 5. AMENDING the proposed budget to include \$3.5 million in FY25 for the Operations Central Instruction (OCI) project and approve a Life-of-Project (LOP) budget of \$24.5 million, which will centralize training and onboarding for Bus Operators and essential front-line staff;
 6. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 7. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2024);

-
- B. APPROVING the programming of \$10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project; and
 - C. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY25 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

Attachments: [Attachment A – FY25 Public Outreach \(Public Comments\)](#)
[Attachment B – FY25 New Capital Projects](#)
[Attachment C – FY25 Reimbursement Resolution](#)
[Presentation](#)

**15.1. SUBJECT: ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY
 PRESENCE AND RESPONSE MOTION**

[2024-0360](#)

RECOMMENDATION

APPROVE Motion by Horvath, Hahn, Dutra, Butts, and Solis, as amended by Barger that the Board direct the Chief Executive Officer to:

- A. Invite the multi-agency law enforcement partners (LASD, LAPD, LBPD) to participate in a discussion about public safety on the Metro system at the June 2024 Board Meeting, to include, but not be limited to discussion of staffing and deployment levels; system-wide coverage and response times; interagency coordination; an analysis of high-profile incidences; and efforts to provide a safe and comfortable riding experience;
- B. Report back at the June 2024 Board Meeting with a per hour cost analysis for law enforcement personnel (LASD, LAPD, LBPD) transit security officers, private security and transit ambassadors, including an assessment of the number of security personnel, coverage levels, and visible staff presence to achieve optimal coverage and to address ongoing safety concerns; and

BARGER AMENDMENT:

- C. As part of the June discussion, the law enforcement partners shall be prepared to discuss an enhanced role, and how they would be able to exercise those roles and responsibilities in a way that ensures code of conduct violators are not criminalized.

APRIL'S PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION AND APRIL'S EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

- 30. SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE** [2024-0272](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and
- B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

Attachments: [Attachment A - Comparison of Alignments & Alternatives Evaluated in Draft EIR Presentation](#)

- 31. SUBJECT: METRO PUBLIC SAFETY SURGE MOTION** [2024-0365](#)

RECOMMENDATION

APPROVE Motion by Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky that the Board direct the Chief Executive Officer to:

- A. Increase the daily planned deployment of public safety personnel, adjusting deployment to focus on the rail cars, buses, and stations with the highest incidents of crime and public safety issues so that riders and frontline employees feel safe.
- B. Direct public safety personnel, including Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Police Department, and Metro Transit Security officers to be physically present on buses and trains.
- C. Direct public safety personnel to proactively walk through rail cars and ride buses. Public safety personnel must also schedule overlapping or staggered shift times to ensure continuity and avoid gaps in coverage.
- D. Establish a unified command led by Metro's Systems Security & Law Enforcement Department, with representation from all public safety resources.

- E. Ensure that cellular service is enabled and working at all underground metro rail stations, on the platforms, and during transit throughout the rail system, and bolster education and awareness of Metro's Transit Watch Mobile App so riders can directly access an emergency response.

32. SUBJECT: STATE AND FEDERAL REPORT

[2024-0259](#)

RECOMMENDATION

RECEIVE AND FILE May 2024 State and Federal Legislative Report.

END OF NON-CONSENT

33. SUBJECT: CLOSED SESSION

[2024-0361](#)

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)

(1)

1. Robert James v. LACMTA, LASC Case No. 22STCV26199
2. Pastor Ortiz, et al. v. LACMTA, LASC Case No. 21STCV13418
3. Elias Pineda v. LACMTA, LASC Case No. 21STCV02225

B.1. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (One case)

B.2. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

C. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).

Employee Organizations: ATU, AFSCME, TCU, and Teamsters

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2024-0351](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 25, 2024.

Attachments: [Regular Board Meeting MINUTES - April 25, 2024](#)
[April 2024 RBM Public Comments](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

5. **SUBJECT: COMMUTER OPTIONS AND REGULATORY COMPLIANCE SUPPORT - REGIONAL RIDESHARE SOFTWARE AGREEMENT** [2024-0165](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year Regional Rideshare Software Partnership Funding Agreement (Agreement) with the five bordering County Transportation Commissions for an estimated average annual budget of \$224,798 per year, or a total not to exceed five-year amount of \$1,123,986.

Attachments: [Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

6. **SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT** [2024-0252](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company (Developer) for the North Hollywood Joint Development Project for an additional six (6) months.

Attachments: [Attachment A - Site Plan and Rendering](#)
[Attachment B - Outreach Summary](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

7. SUBJECT: REGIONAL RAIL ON-CALL SERVICES

[2024-0021](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to EXECUTE:

- A. Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 to exercise the first one-year option term in the amount of \$2 million increasing the not-to-exceed (NTE) cumulative contract amount from \$11 million to \$13 million and extending the period of performance from August 14, 2024, to August 13, 2025;
- B. Modification No. 2 to the Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option term in the amount of \$2 million increasing the NTE cumulative contract amount from \$10 million to \$12 million and extending the period of performance from August 14, 2024, to August 13, 2025; and
- C. Individual task orders for Engineering and Design On-Call services in the cumulative NTE amount of \$13 million and for Project Management On-Call services in the cumulative NTE amount of \$12 million.

Attachments: [Attachment A-1 - Procurement Summary](#)
[Attachment A-2 - Procurement Summary](#)
[Attachment B-1 Contract Modification Change Order Log](#)
[Attachment B-2 Contract Modification Change Order Log](#)
[Attachment C-1 - DEOD Summary](#)
[Attachment C-2 - DEOD Summary](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

8. SUBJECT: DUARTE/CITY OF HOPE STATION JOINT DEVELOPMENT

[2023-0448](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend for an additional two, 12-month periods, with Jamboree Housing Corporation (Developer) for the development of Metro-owned property at the Duarte/City of Hope A Line Station (Site), subject to resolution of all properly submitted protest(s), if any.

- Attachments:** [Attachment A - Site Map](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Site Plan and Renderings](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION** [2024-0232](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$5,543,000 from Measure M Multi-Year Subregional Program (MSP) - Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program to support grade separation projects, as shown in Attachment A;
- B. APPROVING programming of an additional \$124,800 for Planning Activities for Measure M MSP, as shown in Attachments B; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

- Attachments:** [Attachment A - Highway Efficiency Program Project List](#)
[Attachment B - Active Transportation Program Project List](#)
[Attachment C - First/Last Mile and Complete Streets Program Project List](#)
[Attachment D - Bus System Improvement Program Project List](#)
[Attachment E - Highway Demand Based Program Project List](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 10. SUBJECT: HIGH DESERT CORRIDOR FY25 WORK PROGRAM** [2024-0084](#)

RECOMMENDATIONS

CONSIDER:

- A. APPROVING \$4,374,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year (FY) 2025 work program;

-
- B. APPROVING \$2,200,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to complete the HDMC High Speed Rail (HSR) Service Development Plan (SDP); and
 - C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

Attachments: [Attachment A - HDC JPA Funding Request](#)
 [Attachment B - HDC Corridor Map](#)
 [Attachment C - Metro Board Actions in Support of HDC](#)
 [Attachment D - HDC JPA FY25 Work Program](#)
 [Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

13. SUBJECT: FY25 AUDIT PLAN [2024-0256](#)

RECOMMENDATION

ADOPT the Fiscal Year 2025 (FY25) Proposed Annual Audit Plan (Attachment A).

Attachments: [Attachment A - FY2025 Proposed Annual Audit Plan](#)
 [Presentation](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

16. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID [2024-0063](#)
 TRANSIT PROJECT - FINAL DESIGN SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. AE112357000 to prepare Plans, Specifications, and Estimates (PS&E) for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) to HDR Engineering, Inc., in the amount of \$29,846,544 subject to resolution of properly submitted protest(s), if any; and
- B. EXECUTE individual Contract Modifications within the CEO's Board approved authority.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

17. **SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1** [2023-0397](#)

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by \$225,000,000 from \$3,128,879,593 to \$3,353,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: [Attachment A - Funding Expenditure Plan](#)
[Attachment B - Measure R & M Unified Cost Management Policy Analysis](#)
[Attachment C - Projected Breakdown of Cost Allocation for \\$225 Million Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

20. **SUBJECT: ELEVATOR AND ESCALATOR CONSULTING SERVICES** [2024-0082](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1107770008370 to ATIS Elevator Inspections, LLC (ATIS) to provide regular and as-needed elevator and escalator consulting services systemwide, in the not-to-exceed (NTE) amount of \$1,015,470 for the three-year base period, \$390,590 for option year one, and \$385,990 for option year two, for a total combined NTE amount of \$1,792,050, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

21. **SUBJECT: P3010 LIGHT RAIL VEHICLE COMPONENT OVERHAUL OF TRUCK SYSTEMS (POWER AND NON-POWER AXLE) ASSEMBLIES** [2024-0186](#)

RECOMMENDATION

CONSIDER:

- A. AMENDING the Life of Project Budget for the P3010 Fleet Component Overhaul project by \$14,542,000 for a total of \$50,532,000; and

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 23. SUBJECT: BUS DIVISIONS AND FACILITIES FIRE ALARM MODERNIZATION** [2024-0207](#)

RECOMMENDATION

APPROVE an increase to the Life-of-Project (LOP) budget for the Bus Divisions and Facilities Fire Alarm Modernization Project by \$6,356,000, increasing the LOP budget from \$3,474,000 to \$9,830,000.

Attachments: [Attachment A - Project 202333 Expenditure Plan](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 28. SUBJECT: MEMBERSHIP ON METRO'S GATEWAY CITIES SERVICE COUNCIL** [2024-0233](#)

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities Service Council.

Attachments: [Attachment A - Nomination Letter](#)
[Attachment B - New Nominees Biographies and Qualifications Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2024-0307](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2024-0190, File Type: Project

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2024

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Board selected full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project;
- B. APPROVING the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E-Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello;
- C. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);
- D. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP); and
- E. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

On April 26, 2024, the Final Environmental Impact Report (Final EIR) for the Eastside Transit Corridor Phase 2 (Project) was released for a 10-day public review period per CEQA guidelines. Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be certified by the Board. The Executive Summary of the Final EIR is included in Attachment A. Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan (Attachment B) and the Findings of Fact and Statement of Overriding Conditions (Attachment C). The Project is a Measure R

and Measure M project that is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Board's approval of the Project's environmental document also provides for the inclusion of five park-and-ride facilities for the full 9-mile Project (which includes two park-and-ride facilities for the LPA to the Greenwood Station) and a Maintenance and Storage Facility (MSF) in the City of Montebello.

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately nine-mile light rail transit (LRT) extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting, the Board approved the Locally Preferred Alternative (LPA), a 4.6-mile extension of the E-Line to Greenwood Station with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility located in the City of Montebello. The Board authorized staff to include the full nine-mile Project alignment to Whittier in the Final EIR per the California Environmental Quality Act (CEQA). In addition, the Board directed staff to reinstate the National Environmental Policy Act (NEPA) environmental clearance process for the LPA to pursue federal funding for this segment of the project.

The area surrounding the Project is home to approximately 722,000 residents and is a job center for approximately 274,000 employees. Recent growth projections show the residential population increasing by approximately 11% and jobs increasing by approximately 25% by 2042. The Project would traverse through densely populated, low-income, and heavily transit-dependent communities with major activity centers. About 119,759 people who live within ½ mile of the stations along the full alignment are identified as disadvantaged communities, low-income communities, and/or low-income households. Of this population, 49% identify as a Minority (or person of color) while 15% are transit-dependent and living below the federal poverty level, according to the American Community Survey.

Besides Metrolink and the Metro C-Line, there are currently no mass transit projects in the eastern/southeast region of Los Angeles County. The Eastside Phase 2 Project is anticipated to serve commuters in one of the most highly traveled corridors in the state of California.

The 4.6-mile Initial Operating Segment (IOS) of the Project is expected to serve over 11,000 average weekday boardings by the year 2042, and add 5,857 new daily transit riders. The LPA will ease traffic congestion by reducing 8,000 vehicle miles traveled (VMT) daily, and it will reduce greenhouse gas emissions on the order of 8,429 metric tons of carbon dioxide equivalent (MTCO_{2e}) over the Project life.

Once fully built to the Lambert Station terminus, the Project is expected to serve over 15,000 average weekday boardings, an increase of 7,700 in daily transit ridership. The Project will reduce daily VMT by over 10,000 vehicle miles and reduce greenhouse gas emissions on the order of 9,664 MTCO_{2e} over the Project life.

The Project will enable transit-oriented development and in-fill growth opportunities for underutilized

lands in eastern LA County to accommodate increased population and economic demands. The construction and operation of the full Project are projected to create approximately 1,493 to 1,606 jobs and generate approximately \$1 billion per year in economic activity for the region, based on preliminary economic analysis for the environmental analysis. Additional information on the Project is provided in the Executive Summary (Attachment A).

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach meetings for the Alternatives Analysis (AA) and continuing through 2022 for the efforts related to the refinement of alternatives and the Recirculated Draft EIR. Metro has informed elected officials, agency staff (e.g., the Washington Coalition and other local, state, and federal partnering agencies), community stakeholders, and the general public of the status of the Project during each phase, including the progress of the environmental review process.

The following is a summary of the public meetings held that helped inform the Board's decision for the selection of the Project Definition and the LPA:

- June 2019 - Six public Scoping meetings (total of 573 participants) following the release of a Notice of Preparation (NOP) on May 31, 2019, to inform the public of Metro's intent to prepare a Supplemental/Recirculated Draft EIS/EIR
- February 2020 - Three post-Scoping community meetings (total 234 participants) in anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the February 2020 Metro Planning and Programming Committee and Metro Board meeting
- August-November 2021 - Six outreach events with community members (total 440 engagements) along the corridor
- November 2021 - Four community meetings for project updates (total 276 participants)
- January and March 2022 - Two business meetings in East Los Angeles to notify business owners and tenants of Project updates including preliminary station design options, and discuss potential impacts to businesses and mitigation measures for the recirculated Draft EIR
- March 2022 - Four community meetings (total 307 participants) to provide project status updates and information on the station design efforts
- July-August 2022 - Four public hearings (total 164 attendees) following the June 30, 2022 release of the Recirculated EIR to receive public comments on the Recirculated Draft EIR
- November 9, 2022 - Virtual Community Meeting (total 60 participants) to share information on the staff recommended LPA prior to the November 2022 Metro Board Planning and Programming Committee meeting
- November 16, 2022 - Metro Planning and Programming Committee and the December 1, 2022 Metro Board meeting to receive public comment on staff recommendations for approving the full nine-mile project through CEQA and the LPA (IOS Greenwood) with design options.

Metro also coordinated with cities and stakeholders in the run-up to the release of the Final EIR to inform the public about the Project and the public review period. In addition, the Project team has utilized a variety of forums and platforms, languages, and access methods for engaging people of color, low-income, limited English proficiency populations, and persons with disabilities, as noted in the Discussion section in more detail.

DISCUSSION

California Environmental Quality Act (CEQA)

Metro, as the CEQA lead agency and proponent for the Project, has, in coordination with the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier, and LA County (for the unincorporated communities of East Los Angeles and West Whittier-Los Nietos), completed an environmental impact report (EIR) for the proposed Project. If the Metro Board Certifies the EIR and approves the proposed Project, thereby completing the CEQA environmental clearance, the Project will be eligible to commence right-of-way acquisition, utility relocation, and other construction activities.

CEQA requires that Metro balance, as applicable, the economic, social, technological, and other benefits of the Project against its unavoidable impacts when considering project approval and certification. CEQA Guidelines Section 15091(a) states that no public agency shall approve or carry out a project which identifies one or more significant environmental effects unless the public agency makes written findings for each of the identified significant effects, accompanied by a brief explanation of the rationale for each finding.

Prior to approving the proposed Project, the Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving this Project and that these reasons serve to override and outweigh the Project's significant unavoidable effects. CEQA requires that support be provided in writing of the specific reasons for approving a project when significant impacts cannot be avoided or substantially lessened. These findings are included in the Project's Statement of Overriding Considerations (Attachment C).

Section 21081.6 (Assembly Bill 3180) of the California Public Resources Code requires the Lead Agency (for each project that is subject to CEQA) to monitor performance of the mitigation measures included in the environmental document to ensure that mitigation does, in fact, take place after a project is approved. Therefore, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures. The purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are properly carried out. Metro is responsible for assuring full compliance with the provisions of the MMRP (Attachment B).

Community Outreach

Prior to the Board's selection of the LPA, Metro released the Recirculated Draft EIR for a 60-day public review and comment period, which transpired between June 30 and August 29, 2022. Prior to releasing the Draft EIR, Metro conducted numerous outreach efforts to notify the public about the project, the public review period, and how to comment on the Project. Noticing of its release was done in accordance with CEQA regulations that also extended the notification process and included three coordinated rounds of notification that included information on the June 2022 meetings, details about the Public Hearings, the official release date of the Draft EIR, and comment methods of the Draft EIR.

Public notification for the Draft EIR incorporated a combination of 53,000 direct mail notices, 92,000 door-to-door drop-offs, required legal notices (English and Spanish) in local newspapers, social

media posts and ads, e-blasts, 676 SMS text messages, podcasts, press releases, notices on the project website, information booths at local events, pop-up events, and other methods. The notifications were distributed to residents and business owners near the project area, CBOs, agency stakeholders, elected officials, etc. Both English and Spanish-speaking staff members and Spanish translators were present at public hearings and outreach events to engage the public. In addition, the project team engaged a CBO roundtable with representatives from eight CBOs including Self Help Graphics & Art, Mundo Maya Foundation, Los Angeles County Bicycle Coalition, Strength Based Community Change, Public Matters, Women in Non-Traditional Employment Roles, Disability Rights California, and Alma Family Services. The project team also conducted door-to-door business outreach to at least 49 businesses in East Los Angeles and provided project information to students, parents, and staff in several school districts in East Los Angeles, Montebello, Commerce, and Whittier, and collaborated with the California Association for Bilingual Education (CABE) podcast in Whittier.

The Notice of Availability (NOA) for the Draft EIR was filed with the California State Clearinghouse and mailed to public and responsible agencies, organizations, elected officials, and other interested parties. The NOA was distributed to the public (e.g., agency and community stakeholders, property owners, Draft EIR commenters, and elected officials) at the start of the comment period to announce the availability of the Draft EIR and to promote the public hearings.

Over the 60-day public comment period, a total of 301 comment submissions were received, which encompassed approximately 900 comments. The Washington Coalition, comprised of the five incorporated cities along the corridor, collectively submitted a letter of support for the project. As part of the public participation process, a petition was submitted with approximately 1,600 (unverified) signatures endorsing the Transportation System Management Alternative (TSM). The TSM Alternative, which analyzes other transportation modes such as bus improvements and Intelligent Transportation Systems (ITS) solutions, was not studied in the Draft EIR for two reasons. First, the TSM alternative was analyzed in the initial environmental document released in 2014 and the analysis did not find sufficient transportation benefits to meet Project objectives. Second, a TSM analysis is not required by CEQA and the Federal Transit Administration (FTA). As such, the Draft EIR is compliant with CEQA Guidelines Section 15126.6(a), describing a range of reasonable alternatives to the project. Further, the No Project Alternative includes Next Gen bus improvements as the baseline evaluation.

Since the Board selected Lambert Station as the terminus of the full nine-mile Project and the IOS Greenwood Station as the LPA in December 2022, staff has been working with internal and external stakeholders, including various cities and agencies to resolve the Draft EIR comments. Metro staff has been engaging the elected officials, corridor cities and community members during the preparation of the Final EIR to provide project status updates and ongoing station design efforts and provide stakeholders the opportunity to ask questions.

Since December 2022, the Project team has held over 75 stakeholder meetings, including briefings with elected officials, corridor cities, Washington Coalition, Gateway Cities Council of Government, and local, state, and federal partnering agencies (such as FTA, Caltrans, CPUC), key third-party utility owners, a project community-based organization (CBO) roundtable, and key community stakeholders. The project team attended 6 local community events to provide information. In addition, in partnership with subcontracted CBOs, the project team conducted 7 First/Last Mile (FLM) technical

walk audits, 4 rail tours, 7 pop-up events, 8 FLM community walk/wheel audits, and an online FLM community survey. Project development has been directly influenced by this engagement.

Comments received - both during the formal commenting period, as well as afterward - cover a wide range of topics, including concerns for construction impacts and property acquisition, additional traffic and grade crossing analysis and mitigation, parking capacity, station design and access, project alignment vertical profile, and other issues. Staff completed various technical studies to respond and incorporate comments and reflect design refinements including, but not limited to:

- A grade separation study for an aerial yard lead track option for the Maintenance and Storage Facility located in the city of Montebello
- Additional interlockings for the Atlantic/Whittier Station, Greenwood Station, and Lambert Station, with a design option for relocating an existing crossover from the existing Atlantic Station to be between Maravilla Station and East LA Civic Center Station for meeting the Metro Rail Design Criteria (MRDC) for revenue services and safety standards for rail operations and maintenance.

Responses to all comments received during the Project's Draft EIR 60-day Public Review and Comment period were drafted and are included in Appendix B of the Final EIR. A confirmed final project definition/design for the Final EIR and 15% Advanced Conceptual Engineering (ACE) Plans were completed in early April 2024.

The Notice of Availability (NOA) for the Final EIR was filed with the California State Clearinghouse and mailed to public and responsible agencies, organizations, elected officials, and other interested parties. The NOA was distributed at the start of the comment period to announce the availability of the Final EIR and to promote the public hearings. For consistency with earlier environmental documents, the Final EIR can be accessed via the Metro project website (metro.net/eastsidephase2 <<https://metro.net/eastsidephase2>>). The Final EIR will also be published on the State Clearinghouse (<https://ceqanet.opr.ca.gov/>).

A digital copy of the Final EIR will be mailed to agencies, impacted parcel owners, and Draft EIR commenters. The printed copies of the Final EIR will be made available at the following library locations along the project corridor:

1. Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
2. East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
3. Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
4. Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640
5. Pico Rivera County Library, 9001 Mines Avenue, Pico Rivera, CA 90660
6. Los Nietos County Library, 8511 Duchess Drive, Whittier, CA 90606
7. Whittier Central Library, 7344 Washington Avenue, Whittier, CA 90602
8. Sorensen County Library, 6934 Broadway Avenue, Whittier, CA 90606

For the Final EIR, Metro also issued social media announcements, English and Spanish notices on the project website, newspaper ads, shared bilingual project e-blasts to over 2,400 email database contacts and MMS (texts) to 130 cell phones as well as distributed 45,000 printed notices through door-or-door notifications along the corridor, a mailed notice to over 31,000 stakeholders, and over

5,000 fliers at seven information booths at local events, seven pop-up events, and drop offs at public counters. These notifications were distributed to Draft EIR commenters, residents, business owners, CBOs, agency stakeholders, elected officials, etc.

Project Cost

As presented in December 2022 when the LPA was approved by the Board, the project team worked closely with Program Control’s Cost Estimating staff in November 2022 and completed an Independent Cost Estimate update. With consideration of appropriate contingencies and escalation, the forecasted cost estimates are \$10.169B for the full nine-mile Project and \$7.902B for the LPA (IOS Greenwood) based on the advanced conceptual engineering design plan (15% design).

Funding Plan

The Measure M Ordinance identifies \$3 billion (2015\$) in Measure M and other local, state, and federal funding for the Project. Because the Measure M Ordinance funding is less than the current cost estimates, the full project approved under CEQA will be developed in segments. The funding plan for the LPA (IOS Greenwood) was presented to the Board in December 2022 and is comprised of committed Measure R, Measure M, and other local sources, and state and federal grant funding that is yet-to-be secured.

Uses	IOS Greenwood
Total, Uses	\$7.9

Sources - Secured	
Local (Sales Tax, 3% Contribution)	\$3.4

Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions

Metro will seek funding from existing state grant programs for a significant portion of the funding need, which may include the Transit and Intercity Rail Capacity Program (TIRCP), Regional Improvement Program (RIP), and the Solutions for Congested Corridors Program and Local Partnership Program created by the Senate Bill 1 (SB-1). Metro will also seek existing and new federal funding related to the Infrastructure Investment and Jobs Act to fund the LPA, which may include Capital Investment Grants, Congestion Mitigation & Air Quality Program (CMAQ), National Infrastructure Project Assistance Program (MEGA), and Local and Regional Project Assistance (RAISE). The transfer of existing local sales tax funds may also be required, given the risk that the amount of funding needed cannot be met with federal and state grants. Local tradeoffs (i.e., transfer of funds) from other projects and programs may also be considered.

The funding plan for the remaining project to Whittier includes additional yet-to-be-secured federal, state, and local funding. The plan to Whittier assumes the existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and potential funding sources for the completion of the project when additional funding is available from these programs over time after funding the LPA. Metro will continue seeking funding opportunities for the Whittier segment while completing the LPA. The exact timing will depend on the success in getting needed local, state, and federal funding. The local funding requires prioritizing this segment of the Project. Metro's success in obtaining state and federal funding will depend on the availability of these funds and the relative competitiveness of the project.

Staff will continue the development of a funding strategy for the LPA and the full Project to address the funding gap. As the project progresses to key milestones, staff will continue coordinating with the Early Intervention Team (EIT) to identify project risks and mitigation opportunities to control the project costs, including assessment of project delivery method options for future project phases, value engineering, working with local stakeholders to refine right-of-way acquisition assumptions, exercise cooperative agreements, streamline the permitting process with cities, etc.

National Environmental Protection Act (NEPA)

Metro will seek financial assistance from the Federal Transit Administration (FTA) to carry out the engineering and construction for the Project, starting with the LPA. Staff is working in coordination with FTA to initiate Categorical Exclusion for future geotechnical borings along the LPA and to determine appropriate NEPA document (e.g., Environmental Assessment and Findings of No Significant Impact (FONSI) and timing to reinitiate NEPA clearance and enter Project Development if and when appropriate. The NEPA clearance is necessary to ensure the environmental document is inclusive of all information required to meet federal environmental guidelines and to allow the Project to be eligible for federal funding. The FTA supports projects with known timelines and with local funding commitments. Staff will work with the FTA to complete the NEPA document and the Project should be positioned to compete for Federal funding opportunities that become available.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not affect the safety of Metro customers and/or employees because this Project is in the planning phase and no construction or operational safety impacts result from this Board Action.

FINANCIAL IMPACT

Following the Board's approval of the Project and certification of the Final EIR, Metro will file a Notice of Determination (NOD) with the State Clearinghouse and the CEQA process is anticipated to be complete in Spring 2024.

The Board's certification of the full Project alignment to Whittier with a terminus at Lambert Station would represent Metro's commitment to the eventual buildout of this Project. While the Project will be built in phases pending funding availability, the Board's certification would allow staff to continue

advancing the design, start the right-of-way acquisition and relocation process, and advance utility relocation work starting with the LPA to the Greenwood Station. Metro staff will continue to inform communities as a part of the completion of the Final EIR process in Spring 2024 and will continue to engage the communities and key stakeholders and coordinate with FTA to reinitiate the NEPA clearance process and continue project design development in Summer/Fall 2024.

Impact to Budget

Funding for this action comes from Measure R, 35% Transit Capital, Measure M funds, as well as state grant funds that have been awarded to the Project. The FY 2023-24 budget contains approximately \$13M in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this Project is a multi-year environmental planning process, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board certification of the Project is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. The full project alignment traverses six (6) Equity-Focused Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the LPA. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include, but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

Since the selection of the LPA, Metro has been in collaboration with corridor cities and community stakeholders along the corridor through various outreach methods during the preparation of the Final EIR. The Final EIR project refinements have been directly influenced by this engagement. Metro has also initiated several planning activities, including First/Last Mile (FLM) planning and Transit Oriented Communities (TOC) Implementation Plans for all 7 stations along the full alignment. The project team has and will continue to engage CBOs for FLM and TOC planning, walk audits, outreach, and other activities.

Several cities along the corridor are updating their long-range plans, general plans, and/or corridor plans which may affect land uses around the proposed Metro stations for this Project. Metro's TOC grant writing and technical assistance funding programs make planning and capital dollars available to corridor cities. The assistance helps these cities be more competitive in applying for funding for projects that further affordable housing community stabilization, and other TOC activities. Metro's Countywide TOC Corridor Baseline Assessment process is being refined. Once completed, Metro will support corridor communities by providing program resources around affordable housing production and community stabilization. The project team will continue collaborating with the corridor cities, community stakeholders, and the CBO Roundtable to discuss project milestones and enhance

outreach methods.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity and.
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could defer or not approve the Project, not certify the Final EIR, and/or not adopt the Findings and Statement of Overriding Considerations or the MMRP. However, this action is not recommended as it would jeopardize the Project schedule and delay progress toward revenue operations by Year 2035-2037 per Measure M. Delaying the Project would delay these efforts and add cost.

NEXT STEPS

Upon Board approval, Project staff will file the Notice of Determination (NOD) for the Project with the Los Angeles County Clerk and State of California Clearinghouse.

Staff will continue to engage the communities and key stakeholders as the Project develops. This includes coordination with FTA in submitting a request to reinstate the NEPA clearance process by this summer and continue project design development in Summer/Fall 2024.

To be consistent with other projects' successful progress and delivery, Project staff will also coordinate with Los Angeles County, corridor cities including the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and the Gateway Cities Council of Government (GCCOG) for the formation of a corridor city manager technical advisory committee and with necessary technical liaison support by Summer/Fall 2024.

ATTACHMENTS

Attachment A - Executive Summary

Attachment B - Mitigation Monitoring and Reporting Program

Attachment C - Findings of Fact and Statement of Overriding Considerations

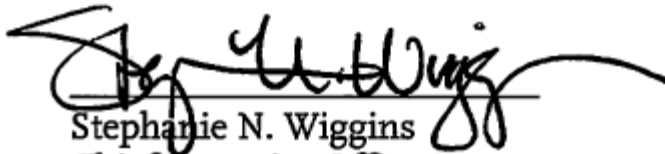
Attachment D - Outreach Summary for CEQA Efforts

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Chief Executive Officer

Executive Summary

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
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One Gateway Plaza
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April 2024

Executive Summary

April 2024

Prepared for:
Los Angeles County Metropolitan Transportation Authority
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State Clearinghouse Number: 2010011062

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Executive Summary

ES.1 Introduction

The intent of this Executive Summary is to provide a synopsis of the Los Angeles County Metropolitan Transportation Authority (Metro) Eastside Transit Corridor Phase 2 Project (Project) and its potential effects on the environment. The Project would extend the Metro E Line (formerly Metro L [Gold] Line), a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles approximately 4.6 to 9.0 miles east. **Section ES.3** and **Section ES.4** provide an overview of the Alternatives analyzed in the Recirculated Draft EIR and the Build Alternatives that were advanced by the Final Environmental Impact Report (Final EIR) by the Metro Board of Directors (Metro Board). **Section ES.4.1.4** discusses the design refinements that have occurred subsequent to publication of the Recirculated Draft EIR on June 30, 2022.

This Final EIR for the Eastside Transit Corridor Phase 2 (Project) has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.) by the Los Angeles County Metropolitan Transportation Authority (Metro), which is the lead agency for the Project. This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project. All references or citations in this Final EIR to the Recirculated Draft EIR refer to the version of the Recirculated Draft EIR released for public review and comment on June 30, 2022 and not as modified by this Final EIR. Consistent with CEQA Guidelines Section 15132, This Final EIR incorporates the Eastside Transit Corridor Phase 2 Recirculated Draft EIR (State Clearinghouse No. 2010011062) by reference, in its entirety, as revised by the Corrections and Additions contained in Chapter 3 of this Final EIR. The Final EIR will be finalized upon certification by Metro's decision-making body, the Metro Board.

ES.2 Purpose of this Environmental Impact Report

In accordance with CEQA Guidelines Sections 15088, 15089, and 15132, Metro, as Lead Agency, has prepared this Final EIR for the Project. This section provides an overview of the purpose of this Final EIR for the Project. This Final EIR has been prepared to comply with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.).

This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project. It is required by CEQA guidelines section 15132 to include the Draft EIR or a revision of the draft; comments and recommendations received on the Recirculated Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Recirculated Draft EIR; responses to comments received regarding the Recirculated Draft EIR; and any other relevant information added by the lead agency.

Refinements to Project since circulation of the Recirculated Draft EIR and corrections and additions to the Recirculated Draft EIR, are provided in Chapter 2, Design Refinements, and Chapter 3, Corrections and Additions, of the Final EIR respectively. Chapter 4 of this Final EIR provides a list of persons,

organizations, and agencies that provided comments on the Recirculated Draft EIR, a reproduction of the text of the public comments received on the Recirculated Draft EIR, and Metro's responses to the public comments. The original comment submissions, as well as any graphics, charts, and attachments included with the submissions, are provided in their entirety in **Appendix A**.

As described in Chapter 2 of the Final EIR, the Projects' design refinements and are the result of further advancement of the conceptual engineering for the Project and are not considerably different from the Alternatives and the design options analyzed in the Recirculated Draft EIR. As demonstrated in Chapter 2 of the Final EIR, the refinements to the Project would not alter the conclusion of the Draft EIR regarding the potentially significant impact of the Project or result in any new substantially more severe significant environmental impacts.

As described in Chapter 3 and 4 of the Final EIR, the Projects' corrections and additions are primarily the result of public comments and community outreach conducted as part of the Recirculated Draft EIR circulation pursuant to CEQA Guidelines Section 15105. As such, the corrections and additions include minor corrections and clarifications, as well as updates to relevant plans, policies, and permits. Such refinements and modifications would not be considered "significant new information" pursuant to CEQA Guidelines Section 15088.5 as the modifications have been made to the Project already described in the Recirculated Draft EIR and have been made largely as a result of public outreach and discourse such that the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect.

ES.2.1 Environmental Review Process

ES.2.1.1 Notice of Preparation and Scoping Meetings

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach activities, workshops, and meetings for the Alternatives Analysis (AA), and continuing through the present time for the efforts related to this Final EIR. Pursuant to CEQA, Metro issued a Recirculated Notice of Preparation (NOP) on May 31, 2019 for the Recirculated Draft EIR. The NOI/NOP included three Build Alternatives (State Route [SR] 60 Alternative, Washington Alternative, and Combined Alternative) and a No Build Alternative. Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. In 2020, in anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the Metro Planning and Programming Committee and the Metro Board, Metro staff prepared for and planned three community meetings in February 2020 to provide a comprehensive Project update. Metro hosted another round of meetings in November 2021 to provide a Project update and share information on the ongoing station design efforts. As a follow-up to the community meeting series hosted in November 2021, Metro conducted additional meetings in March 2022 focused on sharing information on the ongoing station design efforts with specific communities and cities and providing stakeholders with the opportunity to ask questions. Leading up to the release of the Recirculated Draft EIR, the outreach program initiated partnering efforts with local Community Based Organizations (CBO), that served as local experts. The CBOs advised the team on ways to enhance community outreach methods, including notification to underserved corridor communities and neighborhoods, and provided local task and event staffing support.

ES.2.1.2 Recirculated Draft EIR Public Review Period

The Recirculated Draft EIR was released for public review for 60 days from June 30, 2022 through August 29, 2022. To inform agencies, stakeholders, and the community about the release of the Recirculated Draft EIR, a notice of availability was distributed through agencies, organizations, elected officials, and other interested parties. A newspaper notice was published in the Los Angeles Times, La Opinion (Spanish), Whittier Daily News, and Eastside Sun. In addition, Metro distributed a public mailer that included information on the release of the Recirculated Draft EIR, how to access the document, ways to provide comments, details on the community information sessions and public hearings, and how to use the new virtual interactive tool. Community pop-up events were held to provide additional information to the public surrounding the availability of the Draft EIR for review and comment. Other outreach efforts included social media postings, a second mailing, display of banners, distribution of flyers and lawn signs, distribution of a toolkit to stakeholders for spreading the information to other neighborhood and community members, slides provided to cities for posting on their cable channel, and postings on Metro's website and news blog.

The Recirculated Draft EIR was made available online at the California State Clearinghouse website, the Metro project webpage, and StoryMap, and printed copies were made available at the seven repository sites along the corridor and at Metro Headquarters. The public could provide comments on the Recirculated Draft EIR at public hearings, via an online comment form, U.S. mail, and a dedicated helpline (for voice-recorded comments) for the Project. Metro conducted four public hearings – three in-person and one virtual with in-person remote viewing access at a central site along the corridor – to provide information on the Recirculated Draft EIR and receive verbal and written public comments. Metro staff was also available to informally answer questions and provide information in a workshop-type setting immediately before and after the formal public hearings. **Appendix B** of the Final EIR includes the Outreach Summary Report which provides more detailed information on outreach efforts, including activities occurring after publication of the Recirculated Draft EIR.

ES.2.2 Project Objectives

East Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of Metro E Line is located approximately four miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no rail connection for communities located to the east. By extending the existing Metro E Line into eastern Los Angeles County, the Project will enhance access and mobility to communities located further east and provide connectivity to other destinations along Metro's regional transit system. Further, the Project will reduce travel times and the need for transfers within the system. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County. In support of the goals documented in Metro's 2020 L RTP and Metro's Vision 2028 Strategic Plan, the Project Objectives include the following:

- › Enhance regional connectivity and air quality goals by extending the existing Metro E Line (formerly Metro L [Gold] Line) further east from the East Los Angeles terminus
- › Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County

- › Improve transit access to activity centers and employment within eastern Los Angeles County that would be served by the Project
- › Accommodate future transportation demand resulting from increased population and employment growth
- › Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- › Improve accessibility and connectivity to transit-dependent communities

ES.3 Project Background

The easterly extension of the Metro E Line is being constructed in phases. In November 2009, the first phase from Los Angeles Union Station to Atlantic Station was completed, and planning was initiated for the second phase. This second phase, known as the Eastside Transit Corridor Phase 2 Project, is the subject of this Final EIR.

A Draft Environmental Impact Statement (EIS)/EIR was released for public review in August 2014. Partially in response to comments from stakeholders and regulatory agencies on the Draft EIS/EIR, the Metro Board directed staff to conduct additional technical studies including identifying a new north-south connection to Washington Boulevard, addressing agency comments regarding the State Route (SR) 60 Alternative and exploring a Combined Alternative. Based on the technical analysis and feedback received through public meetings and stakeholder workshops, the Eastside Transit Corridor Phase 2 Post Draft EIS/EIR Technical Study Report was approved by the Metro Board in November 2017 with an updated Project Definition to move forward for environmental review and analysis (Metro 2017).

The Federal Transit Administration (FTA) published a Notice of Intent (NOI) in the Federal Register on May 29, 2019 to initiate the EIS process (U.S. Department of Transportation FTA 2019), and Metro issued a Notice of Preparation (NOP) pursuant to the CEQA on May 31, 2019. The NOI/NOP included three Build Alternatives (SR 60 Alternative, Washington Alternative, and Combined Alternative) and a No Build Alternative.

Constraints within or along the SR 60 Alternative became more evident as further technical environmental analysis, additional engineering design, and Metro policy and program updates were completed. In addition, conflicts with future improvements along the SR 60 freeway were also identified. In February 2020, the Metro Board approved the withdrawal of the SR 60 and Combined Alternatives, the discontinuation of the National Environmental Policy Act (NEPA) analysis, and the preparation of a Recirculated Draft EIR pursuant to CEQA to address the Washington Alternative.

The Recirculated Draft EIR evaluated three Build Alternatives and the No Project Alternative. The three Build Alternatives (Alternative 1 Washington [Alternative 1], Alternative 2 Atlantic to Commerce/Citadel IOS [Alternative 2], and Alternative 3 Atlantic to Greenwood IOS [Alternative 3]) have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. A more detailed description of the Build Alternatives is provided in Chapter 2 of the Recirculated Draft EIR. The Recirculated Draft EIR also evaluated several design options and two maintenance storage facility (MSF) site options. The Recirculated Draft EIR was released for public review by agencies, organizations, and the public for 60 days from June 30 through August 29, 2022. During this period,

301 comment submissions were received. One additional comment submission was received three months after the close of the comment period.

On December 1, 2022, the Metro Board selected Alternative 3 with the two design options (Atlantic/Pomona Station Option, the Montebello At-Grade Option), and the Montebello MSF as the Locally Preferred Alternative (LPA). Factors evaluated in selecting the LPA included consideration of the environmentally superior alternative identified in the Recirculated Draft EIR, as well as which Build Alternative had the best opportunity for federal funding opportunities relative to meeting the federal requirements for local funding commitment and the timeline of required coordination with regulatory agencies. (Alternative 1 would have a higher cost and would require extensive coordination with the California Department of Transportation [Caltrans] and the U.S. Army Corps of Engineers [USACE].)

In addition to identifying the LPA as Alternative 3 with the design options and the Montebello MSF, the Metro Board adopted a motion for continuing the CEQA process for the LPA and the full alignment with a terminus at Lambert station in Whittier (Alternative 1). The Metro Board did not advance Alternative 2 for further environmental evaluation in the Final EIR because it would only connect to the Commerce MSF, which would have a significant unavoidable impact on cultural resources and would not continue east to connect to the environmentally superior Montebello MSF option. Pursuant to the Metro Board motion, this Final EIR advances Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF.

While the Metro Board is not advancing Alternative 2 to the Final EIR, Chapter 3, Corrections and Additions, and Chapter 4, Responses to Comments, address all alternatives, design options, and MSF site options evaluated in Recirculated Draft EIR.

Following the action of the Metro Board and receipt and review of public comments, the conceptual engineering of the Project has continued to progress. This has resulted in the consideration of refinements to the overall project design and performance that are applicable to Alternative 1 and Alternative 3, including changes that are incorporated into Alternative 1 and Alternative 3 as new project components or as optional changes that will be further considered as the engineering advances. The Design Refinements are described and evaluated in detail in Chapter 2 of the Final EIR, and are not considerably different from Alternative 1 and Alternative 3 and the design options analyzed in the Recirculated Draft EIR and in **Section ES.4** below.

ES.4 Project Description

Pursuant to the Metro Board decision on December 1, 2022, as discussed in **Section ES.3**, the Final EIR advances the evaluation of the following alternatives:

- › Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF
- › Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF (LPA)

Alternative 3 (LPA) is described in greater detail in this section. Followed by additional information on Alternative. A complete description of Alternative 1 is provided in Chapter 2, Project Description, of the Recirculated Draft EIR.

Consistent with CEQA Guidelines Section 1526.6(e), Metro also identified a No Project Alternative that was evaluated in the Recirculated Draft EIR. The No Project Alternative is summarized in **Section ES.4.4**.

ES.4.1 LPA

The LPA would extend the Metro E Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the city of Montebello. The LPA would include a relocated open-air shallow underground Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The LPA would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment. The LPA is shown on **Figure ES.1**.

An MSF and other ancillary facilities, including overhead catenary system (OCS), tracks, cross passages, ventilation structures, traction power substations (TPSS), track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities, would also be constructed along the Project alignment.

ES.4.1.1 Project Alignment and Stations

The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration to avoid disrupting existing BNSF Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration, run along Washington Boulevard to Carob Way, and then continue east in an at-grade configuration. The alignment would terminate at the at-grade Greenwood station in the city of Montebello.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure ES.1. Locally Preferred Alternative

The following stations would be constructed under the LPA:

- › Atlantic Pomona Open-Air Station – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona Station.
- › Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- › Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- › Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the city of Montebello. This station would have a parking facility near the intersection of Greenwood Avenue and Washington Boulevard.

ES.4.1.2 Maintenance and Storage Facility

An MSF in the city of Montebello would be constructed to provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Montebello MSF is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging.

The guideway alignment with the Montebello MSF would daylight from an underground to an aerial configuration west of the intersection of Gayhart Street and Washington Boulevard. The lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF. Through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained.

The Montebello MSF would require the acquisition of several properties with commercial and industrial uses. The parcels within the Montebello MSF and in the vicinity are classified as Heavy

Manufacturing under the city of Montebello zoning code. A significant portion of the Montebello MSF is occupied by an industrial/commercial paving business.

ES.4.1.3 Ancillary Facilities

The LPA would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and the MSF. The LPA would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The aerial and at-grade alignment would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

ES.4.1.4 Design Refinements

As described in **Section ES.3**, following the action of the Metro Board and receipt and review of public comments on the Recirculated Draft EIR, the conceptual engineering of the Project has continued to progress. The following refinements to the overall project design and performance that have occurred subsequent to publication of the Recirculated Draft EIR. The Design Refinements, which are fully evaluated in Chapter 2 of the Final EIR, are not considerably different from Build Alternatives and design options analyzed in the Recirculated Draft EIR. Chapter 2 of the Final EIR includes an evaluation of the refinements and determines that the refinements would not result in any material difference in impacts compared to those described for Alternative 3 in the Recirculated Draft EIR, and would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts.

- › Guideway Refinement – an optional refinement of the aerial and at-grade guideway configurations where the aerial tracks would transition from an aerial to an at-grade configuration further east of the location evaluated under the base Alternative 1 and 3 in Recirculated Draft EIR and further west of the location evaluated under the Montebello At-Grade Option evaluated for Alternative 1 and 3 in the Recirculated Draft EIR. The lead tracks to the MSF would be aerial as evaluated for the base Alternative 1 and 3 in the Recirculated Draft EIR.
- › Crossover Refinements – four new or revised crossover locations from those evaluated in the Recirculated Draft EIR (four locations are applicable to Alternative 1 and three locations are applicable to Alternative 3).
 - Maravilla crossover (Optional for Alternative 1 and Alternative 3) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station, located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.
 - Atlantic/Whittier Station crossover (Alternative 1 and Alternative 3 component) – a new underground crossover just north of the proposed Atlantic/Whittier station that increases the size of the underground station footprint that was analyzed in the Recirculated Draft EIR.

- Greenwood crossovers (Alternative 1 and Alternative 3 component with the Montebello At-Grade Option or Guideway Refinement) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.
- Lambert crossover (Alternative 1 component) – a new at-grade crossover and tail tracks south of the Alternative 1 terminus at Lambert station. This crossover is applicable to Alternative 1 but not applicable to the Project.

ES.4.2 Alternative 1

Alternative 1 would include the same Project components as the LPA described above, however, it would extend the at-grade Project alignment for approximately 4.5 miles eastward to a terminus at Lambert station in the city of Whittier. The Alternative 1 alignment would cross the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds, and the existing San Gabriel River and Rio Hondo bridges on Washington Boulevard would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway. Alternative 1 would also cross below the Interstate (I) 605 overpass on Washington Boulevard.

The Alternative 1 alignment includes the following three additional stations:

- › **Rosemead** – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards. Access to the station would be provided through an entrance located west of the Rosemead Boulevard and Washington Boulevard intersection. A secondary entrance would be located on the western side of the station platform that would be accessible with a mid-block pedestrian crossing.
- › **Norwalk** – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards. Access to the station would be provided via an entrance located east of Norwalk Boulevard and a secondary station entrance west of Boer Avenue.
- › **Lambert** – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard. Two entrances to the station would be provided at each end of the platform.

ES.4.3 Construction, Operations, and Permit Requirements

The following description of project construction and operations and required permits and approvals applies to both the LPA and Alternative 1 unless otherwise specified.

ES.4.3.1 Description of Construction

The major construction activities include guideway construction (underground, aerial, and at-grade); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; the MSF; and construction of other ancillary facilities. Alternative 1 would also include bridge demolition and bridge construction, including construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River, and work within the California Department of Transportation (CALTRANS) right-of-way.

In addition to adhering to regulatory compliance, the development of the LPA or Alternative 1 would employ conventional construction methods, techniques, and equipment. All work for the development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF. Construction staging areas would be used to store building materials, construction equipment, assemble the tunnel boring machine (TBM), temporary storage of excavated materials, and serve as temporary field offices for the contractor.

ES.4.3.2 Description of Operations

The operating hours and schedules would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

ES.4.3.3 Required Permits and Approvals

Metro will comply with all applicable federal, state, and local environmental regulations and will responsibly and reasonably mitigate significant environmental impacts resulting from the LPA in accordance with Metro policies and applicable laws. The Project would require various environmental permits and/or approvals. **Table ES-1** and **Table ES-2** list the anticipated agency/jurisdiction and permit/approval required for the LPA.

Table ES-1. Required Agency/Jurisdiction Approvals

Agency/Jurisdiction	Approval	Applicable Alternative
USACE	Section 404, 408	Alternative 1
CDFW	1602 Streambed Alteration Agreement	Alternative 1
Caltrans	Permit approvals for encroachment on I-605	Alternative 1
DTSC	Hazardous materials cleanup	Alternative 1 and LPA
CPUC	Grade Separations, Crossings, State Safety Oversight	Alternative 1 and LPA
Metro	Certification of Recirculated Draft EIR, adoption of Findings and Statement of Overriding Considerations, adoption of the Mitigation Monitoring and Reporting Program as Lead Agency under CEQA	Alternative 1 and LPA

Key:

Caltrans = California Department of Transportation
 CEQA = California Environmental Quality Act
 DTSC = Department of Toxic Substance Control
 USCACE = United States Army Corps of Engineers

CDFW = California Department of Fish and Wildlife
 CPUC = California Public Utilities Commission
 MMRP = Mitigation Monitoring and Reporting Program

Table ES-2. Required Agency/Jurisdiction Permits

Agency/Jurisdiction	Permits	Applicable Alternative
State Water Resources Control Board	NPDES Dewatering permit, Los Angeles County MS4 NPDES Package, Industrial General Permit; Construction General Permit and SWPPP	Alternative 1 and LPA
Regional Water Quality Control Boards	Section 401	Alternative 1
SCAQMD	Consultation to identify best practices for construction emissions, Clean Air Act Title V permit (if required)	Alternative 1 and LPA
BNSF Railroad	Encroachment permits	Alternative 1 and LPA
UPRR	Encroachment permits	Alternative 1 and LPA
Los Angeles County Flood Control District	Permits	Alternative 1
Los Angeles County Department of Public Works	Permits	Alternative 1 and LPA

Agency/Jurisdiction	Permits	Applicable Alternative
Los Angeles County Sanitation Districts	Permits	Alternative 1 and LPA
Los Angeles County and cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier	Permits and/or discretionary actions required	Alternative 1 (all jurisdictions) and LPA (Los Angeles County, cities of Commerce and Montebello)

Key:

BNSF = Burlington Northern Santa Fe
 NPDES= National Pollutant Discharge Elimination System
 SWPPP = Stormwater pollution prevention plan

MS4 = Municipal Separate Storm Sewer System
 SCAQMD = Southern Coast Air Quality Management District
 UPRR = Union Pacific Railroad

ES.4.4 No Project Alternative

Pursuant to CEQA Guidelines,¹ the No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service and include planned regional projects through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via Measure R or Measure M sales tax measures that were approved by voters. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 LRTP and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS).

ES.5 Environmental Analysis

The EIR identifies the potential environmental impacts of the Project alternatives and discusses design features or mitigation measures that would avoid or substantially reduce these impacts to less than significant levels. Project measures are incorporated as part of the Build Alternatives and consists of design features, best management practices, or other measures required by law and/or permit approvals. Mitigation measures are the additional actions, not otherwise part of the Build Alternatives that would be applied to avoid, minimize, or compensate for significant impacts identified. Mitigation measures are required where significant impacts have been identified based on the impact analyses for operation or construction of the Build Alternatives. The LPA and Alternative 1 have one impact that cannot be mitigated and would remain significant and unavoidable. An overall summary of environmental impacts is presented in **Section ES.7**.

According to the environmental impact analysis for the LPA and Alternative 1, there are no feasible mitigation measures to reduce significant impacts on paleontological resources (Impact GEO-5) to less than significant. Further, according to the environmental impact analysis, there are also no feasible measures to reduce the Project's cumulatively significant contribution to the cumulatively significant impacts on paleontological resources (Impact GEO-5). As such, the construction of the Project would result in significant and unavoidable impacts related Paleontological Resources (Impact GEO-5) as discussed in Section 3.6 of the Recirculated Draft EIR.

The No Project Alternative would not result in the same significant environmental impacts of the Project; however, the No Project Alternative would have the greatest number of significant and

¹ California Code of Regulations, Title 14, Chapter 3, Section 15126.6(e)(2).

unavoidable impacts to environmental resources as this alternative would be inconsistent and conflict with regional and local programs, plans, ordinances, and policies related to air quality, GHG, Land Use, and transportation.

Table ES-3 provides a comparison of those resources that have significant and unavoidable impacts under the LPA, Alternative 1, and the No Project Alternative and identifies the impact determination for each. An overall summary of environmental impacts for the LPA, Alternative 1, and the No Project Alternative is presented in **Section ES.7**.

Table ES-3. Comparison of Impact Determinations by Alternative for Environmental Resources with Significant and Unavoidable Impacts

Alternative	Environment Resource with Significant and Unavoidable Impacts				
	Air Quality	Geology, Seismicity, Soils, and Paleontological Resources	Greenhouse Gas Emissions	Land Use	Transportation and Traffic
No Project Alternative	SU	NI	SU	SU	SU
Alternative 1 ¹	LTS	SU	LTS	LTS	LTSM
LPA ¹	LTS	SU	LTS	LTS	LTSM

Source: CDM Smith/AECOM JV, 2022.

Note:

¹ Alternative 1 with the Montebello MSF site option would have greater severity and number of impacts that would need to be mitigated compared to the LPA, given its longer at-grade alignment and number of potential stations.

Key: NI = No Impact; LTS = Less Than Significant; LTSM – Less Than Significant with Mitigation; SU = Significant and Unavoidable

ES.6 Alternatives to Reduce Significant Impacts

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines emphasize that the selection of the project alternatives should be based primarily on the ability to reduce significant impacts relative to Project "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. Based on an analysis of these alternatives, an environmentally superior alternative is identified.

ES.6.1 Environmentally Superior Alternative

Under Section 15126.6(a) of the CEQA Guidelines, an “environmentally superior alternative” must be identified in order to determine which alternative possesses an overall environmental advantage when compared to all other alternatives evaluated in the Recirculated Draft EIR. The environmentally superior alternative can inform decisionmakers as part of the Project approval process. However, Metro is not required under CEQA to select the environmentally superior alternative as the locally approved project.

Based on the environmental analysis presented in the Recirculated Draft EIR, Alternative 3 with the Montebello MSF site option, with or without the design alternatives, was identified as the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives 1, 2, and 3 with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build of the Alternative 1 with Montebello MSF site option.

All Build Alternatives, design options, and MSF site options would have significant and unavoidable impacts during construction relative to paleontological resources, as shown in **Table ES-3**. While this impact would be similar for all Build Alternatives and options, the severity of impacts and applicability of mitigation measures relative to other resources areas help distinguish environmental superiority among alternatives.

ES.7 Summary of Environmental Impacts and Mitigation

Table ES-4 provides an overall summary of environmental impacts for the two Build Alternatives advanced in the Final EIR.² **Table ES-5** provides impact evaluations for each environmental resource assessed in the Final EIR for the two advanced Build Alternatives before and after mitigation. Mitigation measures are actions required to reduce the adverse effect(s) identified in the Environmental Impact Report. Revisions to mitigation measures are shown in Chapter 3 of the Final EIR. Final mitigation measures are provided in Chapter 5 of the Final EIR.

² These alternatives include Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF and Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF (LPA).

Table ES-4. Summary of Impacts by Environmental Resource

Alternative	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	Green House Gas Emissions	Hazards and Haz-Materials	Hydrology and Water Quality	Land Use	Noise and Vibration	Population and Housing	Public Services and Recreation	Transportation	Tribal Cultural Resources	Utilities and Service Systems	Growth Inducing Impacts
No Project Alternative	NI	SU	NI	NI	NI	NI	SU	NI	LTS	SU	NI	NI	NI	SU	NI	NI	NI
Alt 1 ¹	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
LPA ²	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.

Notes:

¹ Includes Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF

² The LPA includes Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF.

Key: NI = No Impact; LTS = Less Than Significant; LTSM = Less Than Significant with Mitigation; SU = Significant and Unavoidable

Table ES-5. Summary of Impact Evaluation of Recirculated Draft EIR

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Aesthetics	AES-1	Vistas	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AES-2	Scenic Highways	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
	AES-3	Visual Character	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AES-4	Light and Glare	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Air Quality	AQ-1	Air Quality Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-2	Regional Criteria Pollutant Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-3	Localized Pollutant Concentrations	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-4	Other Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HR-1	Human Health Risks	Alt 1:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation	
			LPA:				
			LPA:	Less Than Significant	None	Less Than Significant	
Biological Resources	BIO-1	Protected Species	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> < MM BIO-1 (Bat Emergence Surveys) < MM BIO-2 (Bat Nesting Survey) < MM BIO-3 (Bat Exclusion Plan and Measures) < MM BIO-4 (Bird Nesting Survey) 	Less Than Significant	
			LPA:	Potentially Significant	< MM BIO-4 (Bird Nesting Survey)	Less Than Significant	
	BIO-2	Riparian Habitat/ Sensitive Natural Communities	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> < MM BIO-5 (Invasive Plant and Infectious Tree Disease Mitigation Plan) < MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant	
			LPA:	Less than Significant	None	Less Than Significant	
	BIO-3	Movement of Fish and Wildlife Species	Alt 1:	Less than Significant	None	Less Than Significant	
			LPA:	No Impact	None	No Impact	
	BIO-4	Policies/ Ordinances	Alt 1:	Less Than Significant	None	Less Than Significant	
			LPA:	Less Than Significant	None	Less Than Significant	
	Cultural Resources	CUL-1	Historical Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> < MM CUL-1 (Protection Measures for the Golden Gate Theatre) < MM CUL-4 (Protection Measures for Dal Rae Restaurant Sign) 	Less Than Significant
				LPA:	Potentially Significant	< MM CUL-1 (Protection Measures for the Golden Gate Theatre)	Less Than Significant
CUL-2		Archaeological Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> < MM CUL-7 (Site of the Battle of Rio San Gabriel) < MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant	
			LPA:	Potentially Significant	< MM CUL-8 (Unknown Archaeological Resources)	Less Than Significant	

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	CUL-3	Disturbance of Human Remains	Alt 1:	Potentially Significant	◁ MM CUL-9 (Unanticipated Discovery of Human Remains)	Less Than Significant
			LPA:	Potentially Significant		◁ MM CUL-9 (Unanticipated Discovery of Human Remains)
Energy	ENG-1	Energy Consumption	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	ENG-2	Energy Plans	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Geology, Soils, Seismicity, and Paleontological Resources	GEO-1	Exposure to Seismic Hazards	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-2	Soil Erosion	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-3	Soil Stability	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-4	Expansive Soils	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	GEO-5	Paleontological Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) ◁ MM GEO-2 (ability to readily salvage fossils and samples of sediment) ◁ MM GEO-3 (ability to identify and permanently preserve specimens) ◁ MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations
			LPA:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) ◁ MM GEO-2 (ability to readily salvage fossils and samples of sediment) ◁ MM GEO-3 (ability to identify and permanently preserve specimens) ◁ MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations
Greenhouse Gas Emissions	GHG-1	Emission Generation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GHG-2	Conflicts	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	HAZ-1	Transport, Storage, Use, or Disposal of Hazardous Materials	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-2	Release of Hazardous Materials	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HAZ-1 (Phase II Environmental Site Assessment) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ◁ MM HAZ-4 (Safety Manuals and Construction Work Plans) ◁ MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
			LPA:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HAZ-1 (Phase II Environmental Site Assessment) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ◁ MM HAZ-4 (Safety Manuals and Construction Work Plans) ◁ MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-3	Hazardous Materials Within One-Quarter Mile of a School	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HAZ-1 (Phase II Environmental Site Assessment) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ◁ MM HAZ-4 (Safety Manuals and Construction Work Plans) ◁ MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant	

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			LPA:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HAZ-1 (Phase II Environmental Site Assessment) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ◁ MM HAZ-4 (Safety Manuals and Construction Work Plans) ◁ MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-5	Airport Land Use Plans	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
	HAZ-6	Emergency Response or Emergency Evacuation Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HAZ-7	Wildland Hazards	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
Hydrology and Water Quality	HWQ-1	Water Quality	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			LPA:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
	HWQ-2	Groundwater Supplies and Recharge	Alt 1:	Potentially Significant	◁ MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers)	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HWQ-3(i)	Erosion and Siltation	Alt 1:	Potentially Significant	◁ MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River)	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation	
	HWQ-3(ii)	Surface Runoff	LPA:	Less Than Significant	None	Less Than Significant	
			Alt 1:	Less Than Significant	None	Less Than Significant	
	HWQ-3(iii)	Stormwater Drainage	LPA:	Less Than Significant	None	Less Than Significant	
			Alt 1:	Less Than Significant	None	Less Than Significant	
	HWQ-3(iv)	Flood Flows	Alt 1:	Potentially Significant	◁ MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers)	Less Than Significant	
			LPA:	No Impact	None	No Impact	
	HWQ-4	██████████	Alt 1:	Less Than Significant	None	Less Than Significant	
			LPA:	No Impact	None	No Impact	
	HWQ-5	Water Management	Alt 1:	Potentially Significant	◁ MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) ◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials)	Less Than Significant	
			LPA:	Potentially Significant	◁ MM HAZ-2 (Soil and Groundwater Management Plan) ◁ MM HAZ-3 (Contractor Specifications for Hazardous Materials)	Less Than Significant	
	Land Use and Planning	LUP-1	Dividing an Established Community	Alt 1:	Less Than Significant	None	Less Than Significant
				LPA:	Less Than Significant	None	Less Than Significant
LUP-2		Plan, Policy or Regulation	Alt 1:	Less Than Significant	None	Less Than Significant	
			LPA:	Less Than Significant	None	Less Than Significant	

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Noise and Vibration	NOI-1	Ambient Noise	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> < MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) < MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) < MM NOI-3 (Noise Barriers) < MM NOI-4 (Construction Staging Area) < MM NOI-5 (Haul Routes) < MM NOI-6 (Best Available Control Technologies) < MM NOI-7 (Replaced by MM NOI-1) < MM NOI-8 (Public Notification of Construction Operations and Schedules) < MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) < MM NOI-10 (Construction Staging) < MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-1	Ambient Noise	LPA:	Potentially Significant	<ul style="list-style-type: none"> < MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) < MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) < MM NOI-3 (Noise Barriers) < MM NOI-4 (Construction Staging Area) < MM NOI-5 (Haul Routes) < MM NOI-6 (Best Available Control Technologies) < MM NOI-7 (Replaced by MM NOI-1) < MM NOI-8 (Public Notification of Construction Operations and Schedules) < MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) < MM NOI-10 (Construction Staging) < MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) ◁ MM NOI-4 (Construction Staging Area) ◁ MM NOI-5 (Haul Routes) ◁ MM NOI-7 (Replaced by MM NOI-1) ◁ MM NOI-8 (Public Notification of Construction Operations and Schedules) ◁ MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) ◁ MM NOI-12 (High Resilience Track Support Systems) ◁ MM NOI-13 (Gapless Switches) ◁ MM NOI-14 (Vibration Pre-Construction Survey) ◁ MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant
	NOI-2	Ground Borne Vibration	LPA:	Potentially Significant	<ul style="list-style-type: none"> ◁ MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) ◁ MM NOI-4 (Construction Staging Area) ◁ MM NOI-5 (Haul Routes) ◁ MM NOI-7 (Replaced by MM NOI-1) ◁ MM NOI-8 (Public Notification of Construction Operations and Schedules) ◁ MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) ◁ MM NOI-12 (High Resilience Track Support Systems) ◁ MM NOI-13 (Gapless Switches) ◁ MM NOI-14 (Vibration Pre-Construction Survey) ◁ MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 1:	LPA:		
Population and Housing	PPH-1	Unplanned Population Growth	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PPH-2	Displacement	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
Public Services and Recreation	PSR-1	Public Services	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PSR-2	Increased Recreation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PSR-3	New Recreation Facilities	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
Transportation and Traffic	TRA-1	Conflict with Programs, Plans, and Policies	Alt 1:	Potentially Significant	MM TRA-1 (Traffic Management Plan)	Less Than Significant
			LPA:	Potentially Significant	MM TRA-1 (Traffic Management Plan)	Less Than Significant
	TRA-2	Conflict with CEQA Guidelines	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	TRA-3	Design Hazards or Incompatible Uses	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	TRA-4	Inadequate Emergency Access	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Tribal Cultural Resources	TCR-1	Historical Resources	Alt 1:	Potentially Significant	< MM TCR-1 (Tribal Cultural Resources Training) < MM TCR-2 (Retain a Native American Monitor) < MM TCR-3 (Unknown Tribal Cultural Resources)	Less Than Significant
			LPA:	Potentially Significant	< MM TCR-1 (Tribal Cultural Resources Training) < MM TCR-2 (Retain a Native American Monitor) < MM TCR-3 (Unknown Tribal Cultural Resources)	Less Than Significant
	TCR-2	Native Tribal Significance	Alt 1:	Potentially Significant	< MM TCR-1 (Tribal Cultural Resources Training) < MM TCR-2 (Retain a Native American Monitor) < MM TCR-3 (Unknown Tribal Cultural Resources)	Less Than Significant
			LPA:	Potentially Significant	< MM TCR-1 (Tribal Cultural Resources Training) < MM TCR-2 (Retain a Native American Monitor) < MM TCR-3 (Unknown Tribal Cultural Resources)	Less Than Significant
Utilities and Service Systems	UTL-1	Relocation or Construction	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-2	Water Supplies	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-3	Wastewater	Alt 1:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation	
	UTL-4	Solid Waste	LPA:	Less Than Significant	None	Less Than Significant	
			Alt 1:	Less Than Significant	None	Less Than Significant	
	UTL-5	Regulations	LPA:	Less Than Significant	None	Less Than Significant	
			Alt 1:	Less Than Significant	None	Less Than Significant	
	Growth Inducing	GRW-1	Growth Inducing	LPA:	Less Than Significant	None	Less Than Significant
				Alt 1:	Less Than Significant	None	Less Than Significant

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Chapter 5 Mitigation Monitoring and Reporting Program

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

5. Mitigation Monitoring and Reporting Program

5.1 Introduction

Section 21081.6 of the California Public Resources Code requires that, upon certification of an EIR, a lead agency must 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.” As stated in Section 21081.6, the reporting or monitoring program must be designed to ensure compliance during project implementation. Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting and identifies that a public agency may delegate reporting or monitoring responsibilities to another public agency or private entity, but the lead agency remains responsible for ensuring that implementation of the mitigation measure occurs. As lead agency for the Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP).

5.2 Purpose

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR are implemented effectively reducing or avoiding significant adverse environmental impacts resulting from Project implementation. The MMRP for the Eastside Transit Corridor Phase 2 Project is presented in tabular format, designed to ensure compliance with all mitigation measures identified in the Final EIR. Each mitigation measure presented in the table is categorized by environmental topic and mitigation number assigned in the Final EIR. The table identifies the following components for each mitigation measure:

- **Monitoring Action:** The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented
- **Responsible Party for Implementing Mitigation:** The entity accountable for the action
- **Enforcement Agency and Monitoring Phase:** The agency/ices responsible for overseeing the implementation of mitigation, as well as the timing for implementation to occur

5.3 Applicability

As discussed in Chapter 1, on December 1, 2022, the Metro Board of Directors voted to advance Alternative 1 with the design options and the Montebello maintenance and storage facility (MSF) and Alternative 3 with the design options and the Montebello MSF (the Locally Preferred Alternative [LPA]) for further evaluation in this Final EIR. **Table 5-1** constitutes the MMRP for Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF. The column titled “Applicable Alternative” identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3. Several mitigation measures that address biological resources, cultural resources, and hydrology and water quality are only applicable to Alternative 1.

Table 5-2 provides project measures for the Project. Project measures are design features, best management practices (BMPs), or other measures required by law and/or permit approvals. The column titled “Applicable Alternative” identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3. Similar to mitigation measures, certain project measures that address biological resources and hydrology and water quality are only applicable to Alternative 1.

5.3.1 Mitigation Measures

Table 5-1. Alternative 1 and Alternative 3 with Design Options and Montebello MSF Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Biological Resources				
MM BIO-1: Up to a year prior to demolition work occurring at bridges, and in coordination with California Department of Fish and Wildlife (CDFW), bat emergence surveys and nighttime surveys shall be conducted at each affected bridge site to confirm whether bats are roosting on or within 100 feet of any of the bridges affected by construction activities. Surveys shall include identification of any trees within 100 feet of the bridges affected by construction activities that could provide hibernacula or nursery colony roosting habitat. Surveys shall be scheduled by Metro or the contractor. Surveys shall be conducted using ultrasonic detectors and night vision technology in order to capture species and emergence locations. Surveys shall include species classification of detected bat calls to help identify bat species roosting within 100 feet of the construction area. If it is determined that bat species are roosting on or within 100 feet of the bridges affected by construction activities, MM BIO-3 shall be implemented.	Perform bat surveys up to a year prior to demolition work at bridges. If bats are present, implement MM BIO-3.	Metro Construction contractor	1. Metro / CDFW 2. Pre-construction	1
MM BIO-2: Prior to demolition work occurring at bridges and outside of the bird nesting season for cliff swallows (February 15 to September 15), inactive swallow nests on or within 100 feet of the affected bridges shall be surveyed by a qualified biologist to determine whether they are occupied by roosting bats. Nests shall be removed prior to overwintering use by bats and in a manner that ensures they do not fall to the ground or are otherwise destroyed unless absence of bats is confirmed through inspection by a qualified bat biologist.	Within 100 feet of bridges to be demolished, survey inactive swallow nests for roosting bats. Unoccupied nests to be removed by qualified biologist and occupied nests to be removed by qualified biologist in consultation with CDFW.	Construction contractor	1. Metro 2. Pre-construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>MM BIO-3: If it is determined that bat species are roosting on or within 100 feet of the affected bridges, consultation with CDFW shall be conducted prior to initiating construction, a CDFW-approved bat exclusion plan shall be developed, and the following measures shall be implemented along with any additional measures required by CDFW to avoid impacts on bat species:</p> <ul style="list-style-type: none"> ■ At least six months prior to construction at the affected bridges, alternative roosting sites shall be researched and surveyed by a qualified biologist, and alternative bat habitat (e.g., concrete Oregon wedge enclosure, bat houses, etc.) shall be developed and installed, in coordination with CDFW, at nearby locations to provide alternative habitat for bats displaced by project construction. ■ Bat exclusion measures shall be explored and implemented on the bridges and within 100 feet of the affected bridges including tree roosts, or as determined by a qualified bat biologist, to the maximum extent feasible to reduce the potential for bat presence during construction. Bat exclusionary measures could include expandable foam placed in expansion joints and crevices, and sheet plastic fitted with one-way exits in areas where bats are potentially roosting. Bat exclusion shall only be installed during the fall and winter seasons, generally after September 30, to avoid impacts on maternal and juvenile bats. No less than six weeks prior to construction, a qualified biologist shall survey the area to confirm that exclusionary measures have been successful and that no bats remain in the exclusion area. If any bats remain within the exclusion area, appropriate measures shall be developed and implemented, in coordination with CDFW prior to construction at the affected bridges, to prevent impacts on bats. 	<p>If bats are identified in accordance with MM BIO-1, consult with and get approval from CDFW on a bat exclusion plan. Measures identified in the CDFW bat exclusion plan to be implemented by qualified biologist in consultation with CDFW.</p>	<p>Metro Construction contractor</p>	<p>1. Metro / CDFW 2. Pre-construction</p>	<p>1</p>
<p>MM BIO-4: Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, prior to pile driving near active bird nests, and prior to tree trimming during the maintenance period, the following shall occur:</p>	<p>Implement measures to avoid nesting birds prior to pile driving and the construction and maintenance</p>	<p>Construction contractor</p>	<p>1. Metro 2. Pre-construction and</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ If construction is scheduled to occur during the bird nesting season (generally February 15 through September 15, and as early as January 1 for some raptors), vegetation that will be impacted by the Project shall be removed in advance of the construction activities and outside the nesting season, if feasible, to avoid take of birds, raptors, or their eggs. If this is not feasible, prior to the implementation of construction activities, one nesting bird survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established and vegetation removal within the buffer shall be postponed until the nest is vacated and juveniles have fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests. ■ The following shall occur if Alternative 1 is selected and approved: <ul style="list-style-type: none"> ○ Swallow Nesting and Exclusion. Demolition work occurring at the Washington Boulevard bridges shall either occur outside of the swallow nesting period (February 15 through September 15) or Metro shall exclude swallows from areas along the bridges where demolition activities would cause nest damage or abandonment (i.e., on any part of the bridges) using netting. The netting shall remain in place until August 1 or until construction activities at the site are complete. The netting shall be anchored such that swallows cannot attach their nests to the structure through gaps in the net. If swallows begin building nests on the structure after net installation, the mud placed by the swallows shall be removed and the net's integrity repaired. 	<p>period that would remove or disturb vegetation and structures providing bird nesting habitat</p> <p>If construction would occur during nesting season, remove vegetation prior to nesting season or conduct nesting bird survey. If active nests are identified, establish a no-work buffer around the nest.</p> <p>For Alternative 1, Schedule construction outside the swallow nesting period (February 15 through September 15) or exclude swallows from areas where construction activities cause nest damage or abandonment.</p> <p>If demolition of bridges occurs between February 15 and September</p>		maintenance period	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ○ Swallow Nesting Inspection. If demolition of the Washington Boulevard bridges occurs between February 15 through September 15, the portion of the bridges where construction activities would occur shall be subject to weekly inspection for nesting activity in that time period. If cliff swallows begin colonizing the bridge(s) prior to beginning bridge work, all nest precursors (e.g., mud placed by swallows for construction of nests) shall be washed down at least once daily until swallows cease trying to construct nests. This activity shall not result in harm or death to adult swallows. This weekly inspection and washing activity shall occur until April 1; after that period, no washing activity shall occur to prevent harm or death to eggs or nestlings. ○ Swallow Nest Removal. Swallow nests on the Washington Boulevard bridges shall be removed in the fall after nesting season (February 15 to September 15), consistent with MM BIO-2, to further discourage swallows from nesting on the bridges during construction activities occurring within 100 feet of the bridges and only after nests are confirmed to be inactive. 	15, inspect bridge weekly for nesting and wash nesting precursors daily until April 1. Remove inactive nests after nesting season during construction within 100 feet of the bridges.			
<p>MM BIO-5: Prior to construction, the contractor shall prepare an Invasive Plant and Infectious Tree Disease Mitigation Plan to minimize the introduction or migration of invasive plant species into other construction areas. The plan shall be implemented where construction activities cross the rivers and spreading grounds and shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> ■ Construction vehicles and equipment shall be cleaned of pathogens and/or invasive or diseased plants and/or seeds with compressed water or air, or similar compression device, before leaving the area of exposed soil during the course of construction. ■ Cleaning of equipment shall occur within a designated containment area to avoid the spread of pathogens, invasive plant seeds, or plant parts. 	Prepare and implement Invasive Plant and Infectious Tree Disease Mitigation Plan for construction across rivers and spreading	Construction contractor	1. Metro 2. Construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Materials removed from construction equipment pursuant to this measure shall be disposed of at an appropriate disposal facility in accordance with applicable laws and regulations. ■ Trees removed during construction shall be inspected for contagious tree diseases, and diseased trees shall not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed. 				
MM BIO-6: In accordance with the Invasive Plant and Infectious Tree Disease Mitigation Plan identified in MM BIO-5 for construction across rivers and spreading grounds, the contractor shall wash soil and plant material off all equipment tires and treads or otherwise clean the construction vehicles and equipment as specified in the Plan before moving from one construction area, or area of exposed soil to another (or moving to and from the staging area to the area of exposed soil).	Implement Invasive Plant and Infectious Tree Disease Mitigation Plan for construction across rivers and spreading grounds.	Construction contractor	1. Metro 2. Construction	1
Cultural Resources				
MM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS/Golden Gate Theater. The contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource. Building protection measures shall be implemented in conjunction with MM NOI-1 through MM NOI-15. <ul style="list-style-type: none"> ■ The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the building category and the potential for ground borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to the historical resource. An architectural historian or historical 	Prepare pre-construction baseline survey and building protection report. Final design documents to be reviewed by a qualified historian or historical architect. Implement building protection measures based on results of the building protection report.	Construction contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) shall review final design documents prior to implementation of measures.</p> <ul style="list-style-type: none"> ■ The contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historical resource has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey. ■ A post-construction survey shall also be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. 	<p>Conduct post-construction survey with a mitigation measure implementation assessment prepared by qualified architectural historian or historical architect.</p>			
<p>MM CUL-4: Protection Measures – Avoidance for the Dal Rae Restaurant Sign. If Alternative 1 is selected, the contractor shall conduct a pre-construction baseline survey, implement building protection measures, and conduct a post-construction survey of the Dal Rae Restaurant Sign in relation to at-grade alignment construction with a sliver property acquisition adjacent to the historical resource.</p> <ul style="list-style-type: none"> ■ The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the potential for damage related to improvements within the sliver property acquisition. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification 	<p>Conduct a pre-construction baseline survey that identifies protection measures to be reviewed by a qualified architectural historian or historical architect.</p>	<p>Construction contractor</p>	<p>1. Metro 2. Pre-construction/ Construction / Post-construction</p>	<p>1</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>Standards (36 CFR Part 61) shall review proposed protection measures.</p> <ul style="list-style-type: none"> ■ The contractor shall implement building protection measures such as fencing or sensitive construction techniques based on final project design. ■ A post-construction survey shall be undertaken to ensure that no significant impacts had occurred to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measure. 	<p>Implement building protection measures. Conduct a post-construction survey with a mitigation measure implementation assessment prepared by a qualified architectural historian or historical architect.</p>			
<p>MM CUL-7: Site of the Battle of Rio San Gabriel. Archaeological monitoring during ground disturbance shall be conducted at the Site of the Battle of Rio San Gabriel, in accordance with the project Cultural Resources Monitoring and Mitigation Plan (CRMMP). The project alignment between Bluff Road in the east and the eastern boundary of the Rio Hondo Spreading Grounds in the west are within the territory through which the Battle of Rio San Gabriel took place and are considered sensitive for cultural resources related to the battle. If monitoring does not reveal any archaeological artifacts, then there would be no effect on the Site of the Battle of Rio San Gabriel. If archaeological artifacts are discovered, the qualified archaeologist shall assess the significance of the find and then implement the treatment measure plan, if necessary. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.</p>	<p>Monitor during ground disturbance at the Site of the Battle of Rio San Gabriel in accordance with the CRMMP (MM CUL-8). If artifacts are encountered, halt work until a qualified archaeologist assesses find and implements treatment measures plan if necessary.</p>	<p>Metro Construction contractor</p>	<p>1. Metro 2. Pre-construction / Construction</p>	<p>1</p>
<p>MM CUL-8: Unknown Archaeological Resources. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal</p>	<p>Provide cultural resources training for workers, including how to</p>	<p>Construction contractor Qualified archaeologist /</p>	<p>1. Metro</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>framework protecting cultural resources, typical kinds of cultural resources that may be found within the project area, and proper procedures and notifications for if cultural resources are inadvertently discovered.</p> <p>In addition, the contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits are likely to be located within the Area of Direct Impact (ADI) based on background research and a geoarchaeological analysis. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report. The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. The CRMMP shall also require that a qualified Archaeologist in prehistoric and historical archaeology (36 CFR Part 61) be retained prior to ground-disturbing activities. The CRMMP will be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in MM TCR-1, a Native American monitor shall be retained if treatment involves work at a prehistoric site, or to monitor ground disturbing activities at other locations determined appropriate during tribal consultation. An archaeological monitor will be retained for work at locations identified as sensitive during tribal consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be</p>	<p>proceed if cultural resources are discovered.</p> <p>Complete pedestrian survey of private property parcels. Develop and implement a CRMMP as specified in the mitigation measure. If artifacts are encountered, halt work until a qualified archaeologist assesses and, if necessary, develops treatment measures. If treatment involves work at a prehistoric site, retain Native American monitor (see also MM TCR-1).</p>	<p>Native American monitor</p>	<p>2. Pre-construction / Construction</p>	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.				
MM CUL-9: Unanticipated Discovery of Human Remains. If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner shall contact the Native American Heritage Commission (NAHC) and identify a Most Likely Descendant (MLD) pursuant to PRC Section 5097.98 and CEQA Guidelines Section 15064.5. The MLD may inspect the site within 48 hours of being notified and issue recommendations for scientific removal and nondestructive analysis. If the MLD fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance at their discretion. Work may be resumed at the discretion of Metro but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.	Follow procedures for consultation and treatment if human remains are discovered, including suspending work in the immediate vicinity of the discovery.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
Geology, Soils, Seismicity, and Paleontological Resources				
MM GEO-1: The contractor shall retain a qualified paleontologist and a qualified paleontological monitor to carry out the following tasks: Prepare a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) that includes identification and mapping of the areas of high sensitivity to be monitored during construction. These areas are defined as all areas within the Older alluvium in the project site where planned excavation will exceed three feet below the surface or three feet into undisturbed sediments and all areas within the Younger alluvium in the project site where planned excavation will exceed 10 feet below the surface or 10 feet into undisturbed sediments. The qualified paleontologist shall supervise the qualified paleontological monitor to monitor excavation in areas identified as likely to contain paleontological resources with the exception of TBM excavation, where monitoring is infeasible. The qualified paleontologist shall retain the	Retain qualified paleontologist and paleontological monitor to prepare a PRMMP and identify and monitor excavation areas where paleontological resources are likely to occur, excluding TBM excavation.	Construction contractor Qualified paleontologist / paleontological monitor	1. Metro 2. Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units are determined to have low potential to contain fossil resources.</p>				
<p>MM GEO-2: Monitoring for paleontological resources and salvage of fossils shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall specify that the qualified paleontologist and the qualified paleontological monitor are equipped to salvage fossils and samples of sediment as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Since Older alluvium yields small fossil specimens (microvertebrate fossils) likely to go unnoticed during typical large-scale paleontological monitoring, the PRMMP shall identify that matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates that these units do possess small fossils, a matrix sample of 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.</p>	<p>Paleontological monitor to salvage fossils/sediment samples as they are unearthed in compliance with procedures identified in the PRMMP (MM GEO-1).</p>	<p>Construction contractor Qualified paleontologist / paleontological monitor</p>	<p>1. Metro 2. Construction</p>	<p>1 3/LPA</p>
<p>MM GEO-3: The Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction, in accordance with standards for recovery, reporting, and curation established by the Society of Vertebrate Paleontology (SVP). The qualified paleontologist shall make certain that recovered specimens be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrate and vertebrate fossils.</p>	<p>Prepare recovered specimens for identification and preservation, in compliance with procedures identified in the PRMMP (MM GEO-1).</p>	<p>Metro Qualified paleontologist / paleontological monitor</p>	<p>1. Metro 2. Construction / Post-construction</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>MM GEO-4: Curation of specimens shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall identify criteria for identifying specimens to be curated into a professional accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the professional accredited museum repository, shall signify completion of the program to mitigate impacts to paleontological resources.</p>	<p>Catalogue and submit recovered specimens to a professional accredited museum repository in compliance with procedures identified in the PRMMP (MM GEO-1).</p>	<p>Metro Qualified paleontologist / paleontological monitor</p>	<p>1. Metro 2. Construction / Post-construction</p>	<p>1 3/LPA</p>
<p>Hazards and Hazardous Materials</p>				
<p>MM HAZ-1: Phase II Environmental Site Assessment (ESA). Before any substantial ground disturbance occurs on or near the properties with documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment to determine the potential presence of petroleum hydrocarbons, metals (i.e., lead that was aerially deposited and lead chromate) that exceed thresholds established by the California Health and Safety Code and Title 22, and VOCs in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment Report prepared for Alternative 1 (Washington Alternative) (Kleinfelder 2021). The Phase II ESA shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles Regional Water Quality Control Board (RWQCB) and/or the Department of Toxic Substances Control (DTSC). If the Phase II ESA identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure HAZ-2. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.</p>	<p>Metro to retain qualified professional to conduct Phase II Environmental Site Assessment.</p>	<p>Metro</p>	<p>1. Metro 2. Pre-construction</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>MM HAZ-2: Soil and Groundwater Management Plan. Prior to excavation, a site-specific soil and groundwater management plan shall be prepared by Metro’s contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, the shall include the following:</p> <ul style="list-style-type: none"> ■ Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel; ■ Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods; ■ Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies; ■ Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area. ■ Prior to excavation, the Contractor shall prepare the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker safety manuals and 	<p>Contractor to prepare a site-specific soil and groundwater management plan in consultation with relevant agencies as specified in the mitigation measure. Construction contractors to develop safety manuals and construction work plans and implement training requirements. Stop work if contaminated groundwater is encountered, notify Los Angeles RWQCB, sample groundwater suspected of contamination, and develop remediation plan if warranted.</p>	<p>Construction contractor</p>	<p>1. Metro / Los Angeles RWQCB / DTSC (if warranted) 2. Pre-construction / Construction</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>construction work plans and training requirements, per MM HAZ-4.</p> <ul style="list-style-type: none"> ■ Metro’s contractor shall sample groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify RWQCB. In coordination with the RWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations. 				
<p>MM HAZ-3: Contractor Specifications. Metro shall include in its contractor specifications the following requirement relating to hazardous materials:</p> <ul style="list-style-type: none"> ■ During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding U.S. Environmental Protection Agency (USEPA) Regional Screening Levels and/or Department of Toxic Substances Control (DTSC) Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be halted and materials tested. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under Mitigation Measure HAZ-2 above, shall be prepared and implemented. 	<p>Metro to include hazardous materials requirements in contractor specifications. Contractor to inspect and monitor soil and groundwater for signs of contamination. If contamination detected, halt work and test materials. If necessary, develop an investigation and site-specific management plan. (MM HAZ-2)</p>	<p>Metro Construction Contractor</p>	<p>1. Metro 2. Pre-construction / Construction</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>MM HAZ-4: Safety Manuals and Construction Work Plans. The contractor shall prepare site-specific Safety Manuals and Construction Work Plans that address worker health and safety to protect the general public and workers in the construction area for Metro’s review and approval. The Safety Manuals and Construction Work Plans shall be prepared in accordance with State and California Division of Occupational Safety and Health (Cal/OSHA) regulations. Copies of the plans shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The plans shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The plans shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.</p>	<p>Contractor to provide site-specific Safety Manuals and Construction Work Plans as specified in the mitigation measure.</p>	<p>Construction contractor</p>	<p>1. Metro 2. Pre-construction</p>	<p>1 3/LPA</p>
<p>MM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a California Division of Occupational Safety and Health (Cal/OSHA) certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and PCB-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed.</p>	<p>Metro to retain qualified contractor to evaluate hazardous building materials. Contractor to determine the presence or absence of hazardous building materials or equipment, prepare and submit a workplan if necessary, and prepare and submit documentation of proper removal if required.</p>	<p>Metro Cal/OSHA certified contractor</p>	<p>1. Metro / Relevant Oversight Agency (if required) 2. Pre-construction / Construction / Post-construction</p>	<p>1 3/LPA</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Hydrology and Water Quality				
MM HWQ-1: If water is present in the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River, the work area shall be isolated so that construction does not occur in water. The work area isolation method shall be determined through an agreement between Metro and Los Angeles County Flood Control District (LACFCD) and shall involve use of a coffer dam, a by-pass channel, management of the water in the system by LACFCD, or other means.	Isolate water present in the work area.	Metro Construction contractor	1. Metro / LACFCD 2. Pre-construction / Construction	1
MM HWQ-2: To compensate for potential loss of flood storage due to placement of light rail transit (LRT) bridge piers or enhanced bridge supports in federally authorized and Los Angeles County Department of Public Works (LACDPW) flood control facilities, Metro shall construct compensatory mitigation within the impacted flood control facility based on the volume of the flood storage loss and hydraulic analysis in compliance with applicable Federal, state, and local requirements, such as the Rivers and Harbors Act Section 408 program. Exact compensatory mitigation requirements shall be determined based on the volume of the loss of flood storage and a hydraulic analysis of the impacts on flood storage and flood flows. The compensatory storage must allow floodwaters to flow freely into and out of the storage area in a similar manner as pre-Project conditions. In general, the compensatory mitigation shall occur at or below the elevation of the impact and the hydraulics of the mitigation design must function to prevent any change in flood elevations upstream of the Detailed Study Area (DSA) of Alternative 1. The area chosen for compensatory mitigation must be free draining (e.g., pooled water must be able to flow out of the storage area as floodwaters recede) and shall comply with drainage requirements of LACDPW. A hydrology report to assess changes in hydrologic activity, velocity of flows, and water availability onsite and downstream of the Project and assess scour or erosion at the Project site will be prepared and submitted to CDFW in conjunction with the Lake and Streambed Alteration Notification for the Project.	Conduct hydraulic analysis of impacts of LRT bridge piers or supports on flood storage/flows. Construct compensatory mitigation within impacted flood control facilities as required by federal, state, and local requirements. Prepare hydrology report and submit to CDFW.	Metro Construction contractor	1. Metro / U.S. Army Corps of Engineers, LACDPW / CDFW 2. Pre-construction / Construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Noise and Vibration				
MM NOI-1: Metro shall require the Contractor to develop a construction noise control plan and a construction noise monitoring plan to minimize noise impacts. The construction noise plan shall include construction noise performance criteria. At a minimum, the performance criteria shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria of 80 dBA for nighttime work and 90 dBA for daytime work at residential properties, or 100 dBA at commercial or industrial properties for daytime or nighttime work. These criteria shall be measured at the boundary of any occupied property where the noise is being received.	Contractor to prepare noise control plan and construction noise monitoring plan with performance criteria as specified in the mitigation measure for Metro review/approval.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
MM NOI-2: Metro shall require the Contractor to use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors, such as residences, schools, and hospitals where practicable. Metro's Contractor shall use cast-in-drilled hole (CIDH) or drilled piles rather than impact pile drivers if necessary to meet construction noise performance criteria established in the construction noise control plan and construction noise monitoring plan.	Use CIDH or drilled piles at locations containing noise- and vibration-sensitive receptors where necessary to meet noise performance criteria (MM NOI-1).	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-3: Metro shall require the Contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors as necessary to ensure compliance with applicable construction noise performance criteria as specified in the construction noise monitoring plan developed under MM NOI-1. During construction, Metro shall perform audits to monitor the effectiveness of the noise barriers.	Contractor to install temporary noise barriers as specified.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-4: Metro shall require the Contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable.	Locate construction equipment and material staging areas away from sensitive receptors.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-5: Metro shall require the Contractor to route construction traffic and haul routes along roads in areas without receptors sensitive to noise and vibration, where practicable.	Route construction traffic and haul routes through areas without noise-sensitive receptors, where practicable. Obtain approval of construction traffic and haul routes from Metro. Cross-reference to compliance with MM TRA-1 traffic management plan.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-6: Metro shall require contractors to use best available control technologies to limit excessive noise when working near residences (e.g., piling noise shrouds) where practicable.	Use best available noise control technologies where practicable.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-7: (MM NOI-1 has been revised to clarify that FTA general construction noise criteria for nighttime construction work shall not be exceeded).	Comply with MM NOI-1	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-8: Metro shall notify the public, including schools, of construction operations and schedules. Metro shall provide a construction-alert publication and set up a Construction Hotline that shall reply to complaints within 2 working days.	Notify public of construction activities/ schedules. Establish a Construction Hotline and respond to complaints.	Metro	1. Metro 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-9: Metro shall require the Contractor to comply with FTA groundborne noise and vibration criteria confirmed in the construction noise monitoring plan for tunnel construction, including spoil removal and transport of segmental tunnel lining. This shall include, where necessary, methods such as installation of temporary tunnel track with smooth rail and wheels, and/or car speeds that limit structure-borne noise and vibration, or use of spoil removal conveyor.	Use spoil removal conveyor for the TBM. If a spoil removal conveyor is not practicable, submit a justification to Metro for approval. Follow noise reducing specifications.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-10: Metro shall require the Contractor to not stage trucks in residential areas.	Do not stage trucks in residential areas.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-11: Metro shall require temporary and permanent tunnel vent fans to be located away from residences. Metro shall require that noise from these shall be attenuated to comply with the noise control plan and local code requirements for fixed stationary heating, ventilation, and air conditioning (HVAC) or other machinery noise.	Place ventilation fans away from sensitive receptors. Implement measures to attenuate noise levels as specified.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-12: Within the tunnel, Metro shall reduce operational vibration impacts through use of track support systems which incorporate resilience, such as ballast mats, high resilience track fasteners, resiliently supported ties or floating track slabs as necessary to be below FTA criteria for frequent annoyance from operational vibration. FTA criteria for frequent annoyance is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses, including schools, for more than 70 events per day.	Within the tunnel, use track support systems if necessary to be below FTA criteria for frequent annoyance from operational vibration.	Metro Construction contractor	1. Metro 2. Design / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-13: Metro shall reduce vibration impacts where necessary to be below FTA criteria for frequent annoyance due to gaps at switches by methods such as installing ballast mats or other resilient fixings under conventional switches to “decouple” the train vibration from the track supporting structure or using a monoblock frog or other low vibration switches. FTA criteria for frequent annoyance from operational vibration is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses including schools for more than 70 events per day.	Use equipment that reduces vibration at switches if necessary to be below FTA criteria for frequent annoyance from operational vibration.	Metro Construction contractor	1. Metro 2. Design / Construction	1 3/LPA
MM NOI-14: Metro shall identify selected properties that may be susceptible to vibration damage within 100 feet of the alignment to determine the baseline structural integrity and condition of walls and joints using methods such as photographic documentation of the interior walls and/or exterior façade as a basis for comparison after construction is completed.	Metro to identify properties that may be susceptible to vibration damage and determine baseline conditions for comparison after construction is completed.	Metro	1. Metro 2. Pre-construction	1 3/LPA
MM NOI-15: Metro shall require the Contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration impact and reduce the risk of damage to susceptible structures. The construction vibration control plan shall specify implementation of vibration control measures to ensure that vibration during construction activities shall not exceed peak particle velocity (ppv) 0.2 inches per section (ips) at any non-engineered timber and masonry building.	Contractor to develop a construction vibration control plan and a construction vibration monitoring plan for Metro for review and approval.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
Transportation and Traffic				
MM TRA-1: The contractor shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:	Prepare a traffic management plan to facilitate traffic flow in and around	Metro Construction contractor	1. Metro	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Where feasible, schedule construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. ■ Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. ■ Contractors shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published school pedestrian routes. ■ Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas. ■ Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation. ■ Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access). ■ Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures. 	construction zone that includes the components specified in the mitigation measure.		2. Pre-construction / Construction	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures. ■ Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities. ■ Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction. ■ Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters. ■ Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted. ■ Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided. ■ Construction flaggers shall be implemented any time a construction ingress or egress is located within 200 feet of a schools' student entrance during school hours. ■ Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools. ■ Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period. 				

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Tribal Cultural Resources				
MM TCR-1: Tribal Cultural Resources Training. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate Tribal Cultural Resources training. The training shall instruct the personnel regarding the legal framework protecting Tribal Cultural Resources, typical kinds of Tribal Cultural Resources that may be found within the project area, and proper procedures and notifications if Tribal Cultural Resources are inadvertently discovered.	Provide Tribal Cultural Resources training to all construction personnel involved in ground-disturbing activities.	Construction contractor	1. Metro 2. Pre-construction	1 3/LPA
MM TCR-2: Retain a Native American Monitor. A Native American monitor shall be retained for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring the qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.	Retain a Native American monitor as specified in the mitigation measure for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government.	Metro	1. Metro 2. Construction	1 3/LPA
MM TCR-3: Unknown Tribal Cultural Resources. The contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits, and Tribal Cultural Resources are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Tribal consultation. The CRMMP shall encompass both archaeological and Tribal Cultural Resources and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private	Complete pedestrian survey of private property parcels. Develop and implement a CRMMP as specified in the mitigation measure. Retain qualified Native American	Construction contractor Qualified archaeologist / Native American monitor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>property parcels in the ADI that were not accessible during the preparation of this Eastside Transit Corridor Phase 2 EIR.</p> <p>The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified resources would be determined significant. Should significant deposits be identified during earth-moving activities, where feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation or other methods of disposition in consultation with the Tribe.</p> <p>The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission (NAHC)'s Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried Tribal Cultural Resources or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. If resources are Native American in origin and may also be Tribal Cultural Resources, treatment and curation of these resources shall be determined in consultation with the Tribe. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.</p>	<p>monitor and qualified archaeologist with authority to stop work and develop treatment measures if buried resources are discovered. (See also MM CUL-8.)</p>			

5.3.2 Project Measures

As in **Section 5.3**, project measures are design features, BMPs, or other measures required by law and/or permit approvals. **Table 5-2** provides project measures for the Project. The column titled “Applicable Alternative” identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3.

Table 5-2. Alternative 1 and Alternative 3 with Design Options and Montebello MSF Project Measures

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Geology, Seismicity, Soils, and Paleontological Resources				
PM GEO-1: The Build Alternatives shall be designed and constructed per the Metro Rail Design Criteria (MRDC). The MRDC incorporates various design specifications from the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), the State of California, the County of Los Angeles, and other sources by reference. Key compliance sections of the MRDC relative to geology and soils are Section 5.3, Section 5.4, Section 5.6, and MRDC Section 5 Appendix, Metro Supplemental Seismic Design Criteria. Section 5.6 of the MRDC provides detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting. In addition, Caltrans and the County of Los Angeles Building Code (based on the California Building Code [CBC]) have independent design criteria for bridges and aerial structures (Caltrans) and building structures (County of Los Angeles) that are also required. In accordance with the MRDC, geotechnical report recommendations shall be incorporated into the project plans and specifications. These recommendations shall be a product of final design and shall address potential subsurface hazards. Without these report recommendations, the project plans and specifications shall not be approved and the Build Alternatives will not be allowed to advance into the final design stage or into construction.	Ensure Project is designed in compliance with MRDC, the California Seismic Hazards Mapping Act, industry standards, and recommendations contained in the design level geotechnical report.	Metro	1. Metro 2. Pre-construction	1 3/LPA
Hazards and Hazardous Materials				
PM HAZ-1: Operational BMPs for the Build Alternatives shall include but not be limited to: <ul style="list-style-type: none"> ■ Cleaning and maintenance products shall be required to be labeled with appropriate cautions and instructions for handling, storage and disposal. Staff shall be required to use, store, and dispose of these materials properly in accordance with label directions. ■ Storage and disposal of hazardous materials and waste shall be conducted in accordance with all applicable federal and state regulatory requirements, such as the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, 	Label cleaning and maintenance products with cautions and instructions for handling, storage and disposal. Use, store, and dispose of these materials in accordance with	Construction contractor Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>Compensation, and Liability Act (CERCLA), the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act, and if a spill does occur, it shall be remediated in accordance with all applicable federal and state regulatory requirements and in coordination with DTSC and/or LARWQCB.</p> <ul style="list-style-type: none"> ■ The contractor shall coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained. Metro shall be included in all correspondence with third parties. ■ All new LRT guideway, stations, and crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. ■ Compliance with applicable Los Angeles County and city requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards shall ensure that sufficient ingress and egress routes are maintained and provided to the new stations. 	<p>directions and regulatory requirements. Comply with regulations related to proper transportation, use, and storage of hazardous materials. Design all new LRT guideway, stations, and crossings in accordance with MRDC and coordinate with fire and police protection officials during design.</p>			
<p>PM HAZ-2: Construction BMPs for the Build Alternatives shall include but not be limited to:</p> <ul style="list-style-type: none"> ■ Metro’s contractor shall be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases in accordance with USEPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. ■ Development of a stormwater pollution prevent plan (SWPPP) in accordance with the State Water Resources Control Board Construction Clean Water Act Section 402 General Permit conditions, and subject to regular inspections by applicable jurisdiction(s) to ensure compliance. The SWPPP shall include specifications for the following but not limited to: 	<p>Obtain permits and comply with appropriate regulatory agency standards. Implement SWPPP and associated BMPs in accordance with the SWRCB General Construction Permit. Transport hazardous</p>	<p>Metro Construction Contractor</p>	<p>1. Metro 2. Pre-construction / Construction</p>	<p>1 3/LPA</p>

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ○ Maintain proper working conditions for vehicles and equipment to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. ○ Conduct servicing, refueling, and staging of construction equipment only at designated areas where a spill would not flow to drainages. Conduct equipment washing, if needed, only in designated locations where water would not flow into drainage channels. ○ Implement drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. ○ Report hazardous spills to the designated Certified Unified Program Agency (CUPA) (i.e., Los Angeles County Fire Department Health Hazardous Materials Division or Santa Fe Springs Department of Fire-Rescue) and implement clean up immediately and proper disposal of contaminated soil at a licensed facility. ○ Establish properly designed, centralized storage areas to keep hazardous materials fully contained. ○ Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. ○ Implement monitoring program by the construction site supervisor that includes both dry and wet weather inspections. ■ Transportation of hazardous materials shall comply with State regulations governing hazardous materials transporting included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. This includes: 	<p>materials and dispose of contaminated soils and hazardous building materials in accordance with regulations.</p> <p>Follow standard practices and prepare a Traffic Management Plan (see MM TRA-1).</p>			

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ○ Require all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation license issued by the California Highway Patrol. ○ Require the transport of hazardous materials via routes with the least overall travel time. ○ Prohibit the transportation of hazardous materials through residential neighborhoods. ○ Require transporters to take immediate action to protect human health and the environment in the event of spill, release, or mishap. ○ Incorporate restrictions on haul routes into the construction specifications according to local permitting requirements. ■ Contaminated soils and hazardous building materials and wastes shall be disposed of in accordance with federal, state, and local requirements at landfills serving the Los Angeles County region. ■ Traffic control during construction shall follow local jurisdiction guidelines. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. ■ Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved with authorities having jurisdiction in coordination with local fire and police departments prior to construction. 				
<p>PM HAZ-3: Operational (post construction) BMPs for the MSF Site Options shall include but not be limited to:</p> <ul style="list-style-type: none"> ■ If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds of 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance per Chapter 6.95 California Health and Safety Code, Metro shall prepare a Hazardous Materials Business Plan (HMBP) in accordance with all related requirements of the California Health and Safety Code, chapter 6.95, Articles 1 	If needed, prepare and submit a Hazardous Materials Business Plan (HMBP) in accordance with the California Health and Safety Code.	Construction contractor Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>and 2. The plan shall be reviewed and recertified every year and amended as required by the Health and Safety Code, Chapter 6.95, Articles 1 and 2.</p> <ul style="list-style-type: none"> Compliance with applicable City of Montebello design criteria (as applicable) pertaining to emergency vehicle access as well as the California Fire Code standards shall ensure that sufficient ingress and egress routes are provided to the MSF site options. 	<p>Comply with applicable city design criteria pertaining to emergency vehicle access as well as California Fire Code standards.</p>			
<p>PM HAZ-4: Construction BMPs for the MSF Site Options shall include but not be limited to:</p> <ul style="list-style-type: none"> Cal/OSHA regulates worker exposure during construction activities that disturb LBP. Any ACMs, if present, require appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403. PCB-containing fluorescent light fixtures and electrical transformers that are not labeled “No PCBs,” shall be assumed to contain PCBs, and shall be removed prior to demolition activities and be disposed of by a licensed and certified PCB removal contractor, in accordance with local, State, and federal regulations. The removal and disposal of the electrical transformers shall be the responsibility of the utility owner. Standard practices shall be followed that include scheduling of lane and/or road closures and detours to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved with the authorities having jurisdiction in coordination with local fire and police departments prior to construction. 	<p>Ensure any asbestos-containing materials (ACMs), are abated prior to demolition, per SCAQMD Rule 1403. Remove items expected to contain PCBs prior to demolition and dispose of property. Ensure electrical transformers are removed by the utility owners. Follow standard practices and prepare a Traffic Management Plan (see MM TRA-1) approved with authorities having jurisdiction and in coordination with fire and police departments.</p>	<p>Metro Construction Contractor Utility Owners</p>	<p>1. Metro 2. Pre-construction / Construction</p>	<p>1 3/LPA</p>

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>PM HAZ-5: Construction BMPs for the Commerce/Citadel station site may include but not be limited to:</p> <ul style="list-style-type: none"> ■ Metro’s contractor shall sample soil suspected of contamination (obvious signs of contamination includes indicators such as odors, stains, or other suspect materials) for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known to be contaminated, Metro’s contractor shall: <ul style="list-style-type: none"> ○ Segregate and stockpile the excavated material in a way that will facilitate measurement of the stockpile volume. ○ Spray the stockpile with water or an SCAQMD approved vapor suppressant and cover the stockpile with a heavy-duty plastic (i.e., Visqueen) to prevent soil volatilization in the atmosphere or exposure to nearby workers. ■ Existing groundwater monitoring wells shall remain under ongoing groundwater investigations associated with off-site sources. 	<p>Sample soils suspected of contamination and if contaminated, segregate and stockpile, spray with water or a vapor suppressant, and cover. Allow existing groundwater monitoring wells under ongoing groundwater investigations associated with off-site sources to remain.</p>	<p>Metro Construction Contractor</p>	<p>1. Metro 2. Pre-construction / Construction</p>	<p>1 3/LPA</p>
Hydrology and Water Quality				
<p>PM HWQ-1: Operational (post-Project) BMPs for the Build Alternatives (may include but shall not be limited to):</p> <ul style="list-style-type: none"> ■ Design to reduce impervious surfaces. ■ Treatment of stormwater runoff using infiltration BMPs such as detention basins or tanks, infiltration basins, bioretention facilities media filters, porous pavement, or vegetated filter strips to remove particulate pollutants. 	<p>Install post-project BMPs to minimize stormwater pollution, as required in National Pollution Discharge Elimination System (NPDES) permits, low impact development standards, and local policies.</p>	<p>Construction contractor Maintenance contractor</p>	<p>1. Metro 2. Pre-construction / Construction / Post-construction</p>	<p>1 3/LPA</p>

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>PM HWQ-2: Construction BMPs for the Build Alternatives (may include but shall not be limited to):</p> <ul style="list-style-type: none"> ■ Establishment of an erosion and sediment control plan prior to the initiation of construction activities that includes BMPs such as: <ul style="list-style-type: none"> ○ Use of natural drainage, detention ponds, sediment ponds, or infiltration pits to allow runoff to collect and to reduce or prevent erosion. ○ Use of barriers to direct and slow the rate of runoff and to filter out large-sized sediments. ○ Use of downdrains or chutes to carry runoff from the top of a slope to the bottom. ○ Control of the use of water for irrigation so as to avoid off-site runoff. ■ Development of a SWPPP subject to regular inspections by applicable jurisdictions to ensure compliance. The SWPPP shall include specifications for the following, but shall not be limited to: <ul style="list-style-type: none"> ○ Properly designed, centralized storage areas to keep hazardous materials fully contained. ○ Keeping spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. ○ Monitoring program to be implemented by the construction site supervisor that includes both dry and wet weather inspections. ■ Implementation of BMPs designed to reduce erosion of exposed soil including, but not limited to, soil stabilization controls, water for dust control, perimeter silt fences, placement of straw wattles, and sediment basins. <ul style="list-style-type: none"> ○ If ground disturbing activities must take place during the rainy season when the potential for erosion is greater, the BMPs selected shall focus on erosion control and keeping soil and sediment in place. 	Prepare and implement a SWPPP and erosion control plan in compliance with SWRCB's NPDES Construction General Permit.	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ○ End-of-pipe soil/sediment control measures (e.g., basins and traps) shall be used as secondary measures. ○ Ingress and egress from construction sites shall be carefully controlled to minimize off-site tracking of soil. ■ Locating staging areas outside of the spreading grounds and rivers where possible. ■ Implementation of drainage and grading plans and BMPs designed to protect water quality such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. ■ To protect fish and wildlife species, Metro shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting or similar material, in stream areas. Metro shall require the use of certified weed-free material for erosion control when working in areas of exposed soil. ■ Metro shall not allow drill cuttings, drilling mud, and/or materials or water contaminated with bentonite, or any other substance deemed deleterious to fish or wildlife, to enter the stream or be placed where they may be washed into the stream. Any contaminated water/materials from the drilling and/or project activities shall be pumped or placed into a holding facility and removed for proper disposal. The contractor shall develop a frac-out contingency plan, which will establish operational procedures and responsibilities for the prevention, containment, and clean-up of frac-outs associated with proposed drilling activities. 				

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
PM HWQ-3: Avoidance of In-Water Work (Applies to Alternative 1 only) <ul style="list-style-type: none"> ■ To the extent feasible, construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River shall be scheduled to occur in the dry season when there is no water. 	To the extent feasible, ensure construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River is scheduled during the dry season.	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1
PM HWQ-4: Flood Events (Applies to Alternative 1 Only) <ul style="list-style-type: none"> ■ If a flood event inundates LRT tracks within the DSA of Alternative 1 during operation of the Project, operation of the train system shall not occur. ■ If a flood event occurs in the DSA of Alternative 1 during construction of the Project, construction activities shall cease, and equipment and materials shall be moved to a safe location outside of the floodwaters. 	Cease operation of the train system if tracks are inundated by flood waters. If a flood event occurs during construction, cease construction activities and move equipment and materials to a safe location outside of floodwaters.	Metro Construction Contractor	1. Metro 2. Construction / Post-construction	1
Land Use and Planning				
PM TRA-1, as detailed below, shall be implemented during construction of the Build Alternatives.				

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Noise				
PM NOI-1: Operational (post-Project) design standards for the Build Alternative may include but are not limited to: <ul style="list-style-type: none"> ■ Design per Metro Rail Design Criteria (MRDC) to reduce operational noise of the TPSSs which would mandate the location of traction power substations (TPSS) to be 45 dBA at 50 feet or at the setback line of the nearest building or occupied area, whichever is closer. 	Design each TPSS in accordance with the MRDC to ensure noise does not exceed 45 dBA at 50 feet or at the setback line of the nearest building or occupied area.	Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
PM NOI-2: Construction activities shall comply with Metro’s baseline specifications Section 01 56 19, Construction Noise and Vibration Control. Although Metro, as a state-chartered transportation agency, is exempt from local noise ordinances, the agency is committed to consistency with local construction noise limits whenever feasible and reasonable in accordance with its own construction specifications. Metro’s contractor shall utilize control measures from Metro’s specifications that effectively minimize noise and vibration impacts in the community. Some mitigation measures shown in Section 3.11, Noise and Vibration, are based on the provisions set forth in Section 01 56 19 and are refined to have more specificity towards the Project-related impacts concerning noise and vibration. Under PM NOI-2, the Project shall comply with the entirety of Metro’s baseline specifications Section 01 56 19 and Metro’s contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community, such as: <ul style="list-style-type: none"> ■ Conducting at-grade construction activities adjacent to residential neighborhoods during the daytime whenever practicable. ■ Requiring special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. ■ Using construction equipment with effective noise-suppression devices whenever feasible. 	Comply with Metro’s baseline specifications Section 015619, Construction Noise and Vibration Control. Wherever feasible, be consistent with local construction noise limits. Utilize control measures from contractor specifications that effectively minimize noise and vibration.	Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Using noise control measures, such as enclosures and noise barriers, as necessary to protect the public and achieve compliance with Metro’s noise limits. ■ Conducting all operations in a manner that will minimize, to the greatest extent practicable, disturbance to the public in areas adjacent to the construction activities and to occupants of nearby buildings. 				
Public Services and Recreation				
PM PSR-1: Operational BMPs for the Build Alternatives (may include but would not be limited to): <ul style="list-style-type: none"> ■ The contractor shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained. Metro shall be included in all correspondence with third parties. ■ Metro shall supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided. 	Coordinate with fire and police protection officials when designing grade crossings. Supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities as needed.	Metro Construction contractor	1. Metro 2. Pre-construction / Post-Construction	1 3/LPA
Transportation				
PM TRA-1: Operational BMPs for the Build Alternatives shall include the following: <ul style="list-style-type: none"> ■ Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards. ■ Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, shall further improve pedestrian circulation and non-motorized access to transit stations. 	Ensure implementation of BMPs during project operation to ensure safety, including maintain safe pedestrian, bicyclist, and vehicular access,	Metro Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas. ■ Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions. ■ New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with Metro Rail Design Criteria (MRDC) and standards. ■ Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections and shall be determined during preliminary engineering. ■ Proposed bicycle facilities that intersect the Build Alternatives at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections. ■ Project operations shall not preclude vehicle or truck access along Washington Boulevard and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections. ■ Stations and grade crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. ■ The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide 	compliance with applicable criteria and safety standards such as for traffic circulation and grade crossings, and do not allow uncontrolled mid-block crossing of tracks.			

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<p>Station Design Standards Policy), to ensure emergency vehicle access and building standards ensure that response times are maintained and at acceptable levels.</p> <ul style="list-style-type: none"> ■ Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers, high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms. ■ Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible. ■ Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. ■ Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals. 				
<p>PM TRA-2: Construction BMPs for the Build Alternatives shall include the following:</p> <ul style="list-style-type: none"> ■ Cooperation with the corridor cities and the County shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements. ■ Pedestrian access to adjacent properties along the Build Alternatives shall be maintained during construction. ■ Construction-related traffic circulation changes shall generally be localized to the work area. 	Ensure implementation of BMPs during project construction that includes ensuring pedestrian, bicyclist, and vehicular access is maintained, fire and police station access is	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
<ul style="list-style-type: none"> ■ Construction activities shall comply with California Division of Occupational Safety and Health Administration (Cal/OSHA) and Metro safety and security programs. ■ Safety for pedestrians, bicyclists, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists shall be maintained during construction; methods may include signage, partial lane closures, and construction barriers. ■ Access to the LACFD Fire Station 50 on Saybrook Avenue shall be maintained during construction and the launch of the TBM. ■ Metro shall coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access. ■ Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with authorities having jurisdiction and local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the Traffic Management Plan (see MM TRA-1) during construction to coordinate emergency response routing. ■ The Project shall be designed and constructed per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as Cal/OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). 	maintained, construction complies with applicable criteria and safety standards, and roadway disruption is minimized to the degree feasible.			
PM TRA-3: Operational BMPs for the MSF include the following: <ul style="list-style-type: none"> ■ Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue. ■ Minor changes to traffic circulation, such as new or modified driveways shall be designed according to applicable State, Metro, and city design criteria and standards. ■ Any roadway changes shall be designed according to applicable MRDC, state, and local design criteria and standards where 	Implement BMPs during MSF operation to ensure pedestrian, bicyclist, and vehicular access is maintained during MSF operations.	Metro Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.	Design traffic circulation and roadway changes in accordance with applicable criteria and standards.			
PM TRA-4: Construction BMPs for the MSF (must include but not be limited to): <ul style="list-style-type: none"> ■ Access to nearby properties shall be maintained throughout the course of construction, and alternative routes shall be available for any streets requiring a full closure (e.g., use of Acco Street shall be routed to Flotilla Street or Washington Boulevard for the Montebello MSF). 	Ensure access to nearby properties is maintained during construction, and provide alternative routes for any streets requiring a full closure.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
Growth-Inducing				
PM GRW-1: Metro shall coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor.	Coordinate with local jurisdictions and Los Angeles County on governance strategies, plans, policies, and economic development strategies in station areas.	Metro	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Key:

ACM = asbestos-containing material
 ADA = Americans with Disabilities Act
 ADI = Area of Direct Impact
 BMPs = Best Management Practices
 CA MUTCD = California Manual of Uniform Traffic Control Devices

dBA = A-weighted decibel
 DSA = detailed study area
 DTSC = Department of Toxic Substances Control
 EIR = Environmental Impact Report
 ESA = Environmental Site Assessment
 FHWA = Federal Highway Administration
 HMBP = Hazardous Materials Business Plan

NAHC = Native American Heritage Commission
 NPDES = National Pollution Discharge Elimination System
 PCB = polychlorinated biphenyls
 PIH = Presbyterian Intercommunity Hospital
 PRC = Public Resources Code
 PRMMP = Paleontological Resource Mitigation and Monitoring Plan

Cal/OSHA = California Division of Occupational Safety and Health Administration
Caltrans = California Department of Transportation
CBC = California Building Code
CDFW = California Department of Fish and Wildlife
CEQA =
CFR = Code of Federal Regulations
CIDH = cast-in-drilled hole
CPUC = California Public Utilities Commission
CRMMP = Cultural Resources Monitoring and Mitigation Plan
CUPA = Certified Unified Program Agency

HVAC = heating, ventilation, and air conditioning
LACDPW = Los Angeles County Department of Public Works
LACFCD = Los Angeles County Flood Control District
LACFD = Los Angeles County Fire Department
LBP = Lead-Based Paints
LPA = Locally Preferred Alternative
LRT = Light Rail Transit
LRV = light rail vehicle
MLD = Most Likely Descendant
MMRP = Mitigation Monitoring and Reporting Program
MRDC = Metro Rail Design Criteria
MSF = maintenance and storage facility

RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RWQCB = Regional Water Quality Control Board
SCAQMD = South Coast Air Quality Management District
SWRCB = State Water Resources Control Board
SWPPP = stormwater pollution prevent plan
SVP = Society of Vertebrate Paleontology
TBM = tunnel boring machine
TPSS = traction power substations
USEPA = U.S. Environmental Protection Agency
VdB = vibration decibels

Findings of Fact and Statement of Overriding Considerations

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

Findings of Fact and Statement of Overriding Consideration

April 2024

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1. INTRODUCTION

1.1 Overview

This document presents the findings required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], § 21000 et seq.) for each of the significant environmental effects identified in the Final Environmental Impact Report (FEIR) (SCH No. 2010011062) that was prepared for the Los Angeles County Metropolitan Transportation Authority (Metro) Eastside Transit Corridor Phase 2 Project (Project). In this document, "the Project" refers to the locally preferred alternative (LPA), which is Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello maintenance and storage facility (MSF), as described in detail in the Recirculated Draft EIR and refined in the Final EIR. The Project, including the refinements in the Final EIR, is discussed in more detail in Section 1.6 and all alternatives analyzed in the Recirculated Draft EIR and Final EIR are discussed in Section 3 of this document.

This document also includes a Statement of Overriding Considerations, pursuant to CEQA, which states the reasons why the benefits of the Project outweigh the Project's unavoidable significant adverse effects.

1.2 Statutory Requirements

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

- a. No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR.
- b. The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- c. The finding in subdivision (a) (2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a) (3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

- d. When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- e. The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- f. A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15093(a) states that, “If the specific economic, legal, social, technological, or other benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’” Section 15093(b) of the CEQA Guidelines requires for those significant impacts that cannot be avoided or substantially lessened, the lead agency is required to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

Section 21081.6 of CEQA also requires public agencies to adopt a mitigation monitoring and reporting program (MMRP) for assessing and ensuring the implementation of proposed mitigation measures. Pursuant to Section 21081.6, public agencies are required to provide that the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures.

Pursuant to the requirements listed above, this Findings of Fact and Statement of Overriding Considerations presents the required findings which are supported by substantial evidence in the record. Additionally, this Findings of Fact and Statement of Overriding Considerations includes a statement of overriding considerations that explains the specific reasons why the social, economic, legal, technical, or other beneficial aspects of the Project outweigh the Project’s unavoidable adverse environmental impact and why the Lead Agency is willing to accept such impact. This statement is based on the Recirculated Draft EIR and Final EIR and/or other substantial evidence in the record.

The mitigation measures identified in the MMRP for the Project to avoid or reduce the significant effects on the environment are identified within this Findings of Fact and Statement of Overriding Considerations. The Project MMRP is provided under separate cover.

1.3 Record of Proceedings

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

- Notice of Preparation (NOP) and other public notices issued by Metro in conjunction with the Project
- The Recirculated Draft EIR dated June 2022, including all associated appendices and documents that were incorporated by reference



- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Recirculated Draft EIR, and responses to those comments (Chapter 4, Responses to Comments, of the Final EIR)
- The Final EIR dated April 2024 including all associated appendices and documents that were incorporated by reference
- The MMRP (Chapter 5 of the Final EIR)
- All findings and resolutions adopted by Metro in connection with the Project, and all documents cited or referred to therein
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Project
- All documents submitted to Metro by agencies or members of the public in connection with development of the Project
- All actions of Metro with respect to the Project
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings

1.4 Document Organization

The CEQA Findings of Fact and Statement of Overriding Considerations was prepared to meet the latest CEQA Statutes and Guidelines. The document is organized into the following sections:

- Section 1. Introduction
 - Section 1.1 Overview
 - Section 1.2 Statutory requirements
 - Section 1.3 Record of proceedings
 - Section 1.4 Document Organization
 - Section 1.5 Public and Agency Outreach
 - Section 1.6 Project Summary
- Section 2. Statement of Significant Impacts and Required Findings
 - Section 2.1 Environmental Impacts Found to be Significant and Unavoidable
 - Section 2.2 Environmental Impacts Found to be Less Than Significant with Mitigation
 - Section 2.3 Environmental Impacts Found to be Less Than Significant



- Section 2.4 Environmental Resources Found Not to be Impacted
- Section 2.5. Cumulative Impacts
- Section 3. Alternatives and Mitigation Measures
 - Section 3.1 Alternatives
 - Section 3.2 Design Options and MSF Options
 - Section 3.3 Findings for the Environmentally Superior Alternative
 - Section 3.4 Findings for Mitigation Measures
- Section 4. Findings on Changes to the Recirculated Draft EIR
 - Section 4.1. Changes to the Draft EIR
 - Section 4.2 Findings Regarding Changes to the Recirculated Draft EIR
- Section 5. Statement of Overriding Considerations
 - Section 5.1. Significant and Unavoidable Impacts
 - Section 5.2. Overriding Considerations
 - Section 5.3. Conclusion

1.5 Public and Agency Outreach

Metro has complied with CEQA and the CEQA Guidelines during the preparation of the EIR for the Project. The Recirculated Draft EIR, dated June 2022, was prepared after soliciting input from the public, responsible agencies, and affected agencies through the Recirculated Draft EIR scoping process. The “scoping” of the Recirculated Draft EIR was conducted using several of the tools available under CEQA. In accordance with Section 15063 of the CEQA Guidelines, a NOP was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on May 31, 2019. The NOP was posted in the Los Angeles County Clerk office for 30 days; and comments on the NOP were accepted through July 31, 2019. Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. The NOP was also submitted to the California Office of Planning and Research (State Clearinghouse) to officially solicit participation in determining the scope of the Recirculated Draft EIR. Information requested and input provided during the NOP comment period regarding the scope of the Recirculated Draft EIR are included in the Recirculated Draft EIR.

The Recirculated Draft EIR was circulated for a 60-day public review and comment period starting on Thursday, June 30, 2022, and concluding on Monday, August 29, 2022. The public review period was conducted pursuant to CEQA and its implementing guidelines, which requires a 45-day review period. The document and the Notice of Completion (NOC) were distributed to the California Office of

Planning and Research (State Clearinghouse). Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to agencies and community stakeholders. The NOA informed them of where they could view the document and how to comment. Hard copies of the Recirculated Draft EIR (and electronic copies of the supporting technical reports) were made available for public review at the Metro Headquarters and local libraries. An electronic copy of the document was also posted online, and hard copies were made available by request. The NOA was filed with the County Clerks on June 30, 2022. A total of 297 written comment letters were received on the Recirculated Draft EIR.

A Final EIR has been completed and includes the Recirculated Draft EIR, comments received on the Recirculated Draft EIR, written responses to the comments received, a list of persons and agencies commenting on the Recirculated Draft EIR, and revisions and changes to the Recirculated Draft EIR.

1.6 Project Summary

1.6.1 Project Location and Setting

The Project would extend the Metro E Line (formerly Metro L [Gold] Line) approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the city of Montebello. The alignment is located in the unincorporated Los Angeles County community of East Los Angeles and the cities of Commerce and Montebello.

For purposes of describing the Project, two study areas have been defined. The General Study Area (GSA) is regional in scope and scale, whereas the Detailed Study Area (DSA) encompasses an area approximately 0.5-miles to 2-miles from the Project alignment's centerline. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, and employment. The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Project. The GSA and DSA are shown in **Figure 1**.



Source: Metro; CDM Smith/AECOM JV, 2024.

Figure 1. Project Alignment and Study Areas

1.6.2 Project Purpose and Objectives

East Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of Metro E Line is located approximately four miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no rail connection for communities located to the east. Many residents within the GSA, defined in Section 1.6.1, encounter long travel delays connecting to and from downtown Los Angeles and beyond. If unaddressed, these mobility challenges pose a risk to future population and economic growth, including challenges for transit dependent populations, pedestrian and bicycle safety, capacity constraints on existing infrastructure, inefficiency of goods movement, poor air quality conditions, and other environmental considerations. If no action is taken, these transportation challenges will continue to grow. In support of the goals documented in Metro's 2020 Long Range Transportation Plan (LRTP) and Metro's Vision 2028 Strategic Plan, the Project Objectives include the following:

- Enhance regional connectivity and air quality goals by extending the existing Metro E Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to activity centers and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

Project Objectives are met to varying extents by creating benefits, both to the region and to local communities. By extending the existing Metro E Line into eastern Los Angeles County, the Project will enhance access and mobility and provide connectivity to other destinations along Metro's regional system. Further, the Project will reduce travel times and the need for transfers within the system by providing a one-seat ride via the Regional Connector. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the mobility needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County.

1.6.3 Project Description

1.6.3.1 Project

As shown in **Figure 1**, the Project would extend the Metro E Line approximately 4.6 miles and include a relocated open-air shallow underground Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The Project would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

An MSF in the city of Montebello and other ancillary facilities, including overhead catenary system (OCS), tracks, cross passages, ventilation structures, traction power substations (TPSS), track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities, would also be constructed along the Project alignment.

1.6.3.2 Guideway Alignment

The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration to avoid disrupting existing BNSF Railway tracks. The aerial guideway would continue east then merge into the center median of Washington Boulevard at Gayhart Street. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration, run along Washington Boulevard to Carob Way, and then continue east in an at-grade configuration. The alignment would terminate at the at-grade Greenwood station in the city of Montebello with trail tracks that cross Montebello Boulevard and extend just to the east of Carob Way.

1.6.3.3 Maintenance and Storage Facility

The Project includes an MSF in the city of Montebello shown in **Figure 1**. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRV) that are not in service and would connect to the mainline with one lead track. Additionally, the MSF would provide office space for Metro rail operation staff, administrative staff, and communications support staff and would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative personnel, security personnel and other roles.

The MSF is north of Washington Boulevard and south of Flotilla Street between Yates Avenue and Vail Avenue. The site is approximately 30 acres and is bounded by Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. The lead tracks to the MSF would be in an at-grade configuration from Washington Boulevard, paralleling Vail Avenue, and would remain at-grade to connect to the MSF. Through-access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco

Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.

The MSF would require acquisition of several properties with commercial and industrial uses. The parcels within the MSF and in the vicinity are classified as Heavy Manufacturing under the city of Montebello zoning code. A significant portion of the MSF is occupied by an industrial/commercial paving business.

1.6.3.4 Ancillary Facilities

The Project would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and the MSF. The Project would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The Project alignment would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

1.6.3.5 Proposed Stations

The following stations would be constructed under the Project:

- Atlantic/Pomona station – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.

Station public area designs and amenities would comply with the Systemwide Station Design Standards and the Metro Art Program Policy as contained in the Metro Rail Design Criteria (MRDC) and Architectural Standard and Directive Drawings, as required by the Metro Systemwide Station

Design Standards Policy. Design elements include, but are not limited to, station pin signs, entrance portal canopies, platform canopies, plaza paving and landscaping, station interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the requirement for a seamless project boundary as described in the Metro First/Last Mile Guidelines and in the MRDC. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase in compliance with Metro design standards as referenced above.

1.6.3.6 Design Refinements

Following the Metro Board of Directors' selection of the LPA (Project) in December 2022 and receipt and review of public comments on the Recirculated Draft EIR, the conceptual engineering of the Project continued to progress. This has resulted in the consideration of refinements to the overall project design and performance that are identified and analyzed in Final EIR, including new project components and optional changes that will be further considered as the engineering advances. The Design Refinements which are evaluated in Chapter 2 of the Final EIR are not considerably different from the Project (Alternative 3 and the design options) analyzed in the Recirculated Draft EIR. The Design Refinements would not result in any new significant impact or a substantial increase in the severity of a significant impact than identified for Alternative 3 and the design options in the Recirculated Draft EIR.

The Design Refinements consist of the following:

Guideway Refinement – This is an optional refinement of the aerial and at-grade guideway configurations. Under the optional Guideway Refinement, the aerial tracks would transition from aerial to an at-grade configuration further east than the base Project between Vail Avenue and Maple Avenue. The lead tracks to the MSF would be in an aerial configuration from Washington Boulevard and then would transition to at-grade as the track approaches the MSF. This would result in 0.9 miles of aerial alignment as opposed to 0.5 miles under the base Project.

Crossover Refinements – Crossovers are mechanical track installations along a double-track alignment that allow trains traveling in either direction on either track to move to the other track and continue traveling in the same direction without stopping. The operation and construction of crossovers were considered in the evaluation of the guideway alignment in the Recirculated Draft EIR. The Crossover Refinements consist of three new or adjusted crossover locations that were not previously evaluated. Two locations are project components and one is an optional refinement. One additional new crossover was evaluated in the Final EIR for Alternative 1 that is south of the Alternative 1 terminus at Lambert station that is not applicable to the Project.

- Atlantic/Whittier Station crossover (Project component) – a new underground crossover just north of the proposed Atlantic/Whittier station. This crossover increases the size of the underground station footprint compared to the station as analyzed in the Recirculated Draft EIR.



- Greenwood crossovers (Project component) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.
- Maravilla crossover (Optional) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station. The Maravilla crossover is located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.

1.6.3.7 Description of Construction

Construction of the Project would include a combination of elements. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; light rail transit (LRT) operating systems installation including TPSS and OCS; parking facilities; the MSF; and construction of other ancillary facilities.

In addition to adhering to regulatory requirements, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, MRDC (Metro 2018), Architectural Standard and Directive Drawings, California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

Project construction is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that construction activities should be relatively short in duration at any one point, although construction of the open-air and each underground station would last approximately 12 to 18 months and construction of the at-grade station would last approximately 6 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Typical roadway construction traffic control methods and devices would be employed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project’s alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Construction staging areas would be used to store building materials and construction equipment, assemble the tunnel boring machine (TBM), provide temporary storage of excavated materials, and locate temporary field offices for the contractor.

1.6.3.8 Description of Operations

The operating hours and schedules for the Project would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line (effective 2019). It is anticipated that trains would operate every day from 4 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 to 12 minutes mid-day and until 8 pm, and every 15 minutes in the early morning and after 8 pm. On weekends, trains would operate every 10 minutes from 9 am to

6:30 pm, every 15 minutes from 7 am to 9 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2. STATEMENT OF SIGNIFICANT IMPACTS AND REQUIRED FINDINGS

This section discusses the significant impacts and mitigation measures identified for the Project and makes findings for all significant impacts identified in the Final EIR. The Recirculated Draft EIR and Final EIR focus on the Project's effect on the environment that Metro, as the CEQA Lead Agency and project proponent, has determined to be significant in accordance with CEQA regulations. As described in Chapters 3 and 4 of the Recirculated Draft EIR and Chapter 2 of the Final EIR, the Project could result in significant environmental impacts in the following issue areas, prior to mitigation:

- Biological Resources
- Cultural Resources
- Geology, Seismicity, Soils, and Paleontological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Transportation and Traffic
- Tribal Cultural Resources

The impacts for all resource areas analyzed in the Final EIR are presented based on the following impact determinations:

- Significant and Unavoidable
- Less than Significant with Mitigation
- Less than Significant
- Not to be impacted

The following information is provided for each topic:

- *Impact* – specific description of the environmental effects identified in the Final EIR.
- *Reference* – notation of the specific section in the Recirculated Draft EIR, Final EIR, or other information source that support the findings.



- *Mitigation Measures* – mitigation measures (if any) identified in the Final EIR to avoid or reduce impacts determined to be significant.
- *Findings* – the findings made in accordance with Section 21081 of CEQA which identifies the significance of the environmental impacts after mitigation (as applicable) and identifies the applicable of the three possible findings for each significant impact, as provided in Section 15091 of the CEQA Guidelines.

In the making the findings, Metro has considered the project measures identified in the Recirculated Draft EIR and as revised in the Final EIR, which are components of the project, including design features, best management practices, or other measures required by law and/or permit approvals. The impacts, the mitigation measures, and Metro’s findings identified herein would be the same for the base Project and the Project with optional Guideway Refinement and/or the Project the optional Maravilla Crossover. The only difference between the base Project and the Project with the optional Guideway Refinement is a 0.4 mile difference in aerial and at-grade guideway configuration, the configuration of the lead tracks to the MSF, and the location of the aerial to at-grade guideway transition. The only difference between the base Project and the Project with the optional Maravilla crossover is a slightly larger area of construction/disturbance, a slight increase in temporary disruption of traffic, transit, bicycle and pedestrian accesses, and reconstruction of a small portion of existing track.

2.1 Environmental Impacts Found to be Significant and Unavoidable

2.1.1 Geology, Seismicity, Soils, and Paleontological Resources

2.1.1.1 Paleontological Resources

The Project would have a significant impact related to geology, seismicity, soils, and paleontological resources with respect to the following significance threshold:

- Impact GEO-5: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact

The Project is located in paleontologically sensitive geologic units where paleontological resources are likely to be present. The loss of these resources could occur during Project construction from soil disturbance, including excavation, tunneling, and construction of underground stations.

Monitoring for paleontological resources can be implemented during excavation where the excavation site is reasonably accessible and visible, where soil spoils can be reasonably observed, and where construction methods do not completely destroy any potential specimen. However, monitoring is not feasible during tunnel boring activities because the tunnel boring machine (TBM) operates by grinding

material as it moves forward, making it impossible to preserve fossils or bones. The tunnel boring for the Project would occur in sediments with a high sensitivity for paleontological resources, and thus, construction using the TBM would result in significant direct impacts on paleontological resources. The impact would be the same for the Project with the optional Guideway Refinement and/or the Project with the optional Maravilla crossover.

Reference

Section 3.6.6.5, Impact GEO-5: Paleontological Resources, of the Recirculated Draft EIR, pages 3.6-42 through 3.6-43. Section 2.4.6.5 and Section 3.2.8 of the Final EIR.

Mitigation Measures

Mitigation measures listed below would reduce impacts on paleontological resources to less than significant in areas that can be monitored. However, there is no known way to monitor or mitigate tunnel boring impacts on paleontological resources because of how the TBM operates. Implementation of the Project would result in significant and unavoidable impacts related to paleontological resources. There are no feasible measures that would mitigate these impacts to less than significant.

MM GEO-1: The contractor shall retain a qualified paleontologist and a qualified paleontological monitor to carry out the following tasks: Prepare a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) that includes identification and mapping of the areas of high sensitivity to be monitored during construction. These areas are defined as all areas within the Older alluvium in the project site where planned excavation will exceed three feet below the surface or three feet into undisturbed sediments and all areas within the Younger alluvium in the project site where planned excavation will exceed 10 feet below the surface or 10 feet into undisturbed sediments. The qualified paleontologist shall supervise the qualified paleontological monitor to monitor excavation in areas identified as likely to contain paleontological resources with the exception of TBM excavation, where monitoring is infeasible. The qualified paleontologist shall retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units are determined to have low potential to contain fossil resources.

MM GEO-2: Monitoring for paleontological resources and salvage of fossils shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall specify that the qualified paleontologist and the qualified paleontological monitor are equipped to salvage fossils and samples of sediment as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Since Older alluvium yields small fossil specimens (microvertebrate fossils) likely to go unnoticed during typical large-scale paleontological monitoring, the PRMMP shall identify that matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates that these units do possess small fossils, a matrix sample of 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.

- MM GEO-3:** The Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction, in accordance with standards for recovery, reporting, and curation established by the Society of Vertebrate Paleontology (SVP). The qualified paleontologist shall make certain that recovered specimens be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrate and vertebrate fossils.
- MM GEO-4:** Curation of specimens shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall identify criteria for identifying specimens to be curated into a professional accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the professional accredited museum repository, shall signify completion of the program to mitigate impacts to paleontological resources.

Finding

Significant impacts on paleontological resources in areas that can be monitored would be mitigated through implementation of mitigation measures MM GEO-1 through MM GEO-4 requiring a qualified paleontologist to monitor excavation in areas identified as likely to contain paleontological resources and making certain that recovered specimens be prepared for permanent preservation and curated into an appropriate repository in compliance with the PRMMP. However, for the reasons stated above regarding use of a TBM, there is no known way to monitor tunnel boring impacts on paleontological resources. Metro finds that the impact on paleontological resources during tunnel boring would be significant and no feasible mitigation measures exist to mitigate these impacts. Thus, for areas that can be monitored, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1 that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on paleontological resources; for areas where the TBM would be used and monitoring is not feasible, Metro adopts CEQA Finding 3 that specific technological considerations make mitigating the impact on paleontological resources from the TBM infeasible.

2.2 Environmental Impacts Found to be Less Than Significant with Mitigation

2.2.1 Biological Resources

2.2.1.1 Protected Species

The Project would have less than significant impacts with mitigation measures related to biological resources with respect to the following significance threshold:

- Impact BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?

Impact

The Project is located in an area where migratory birds could nest in street trees. Potential impacts on nesting birds could result from increased noise or vibration associated with ongoing operations, such as increased concentration of human activity at stations. However, the Project would run under and along existing roads in a highly urbanized environment, which already experiences noise and vibration levels that likely discourage birds from nesting close to the proposed alignment. Therefore, the Project would not likely alter existing nesting behavior within the Biological Resource Study Area (BRSA).

However, disturbances to vegetation and structures providing bird nesting habitat during the bird nesting season could adversely affect migratory birds. Disturbances to vegetation and structures providing bird nesting habitat during the bird nesting season, without mitigation, could result in significant impacts on migratory birds.

The analysis found that the Project would not impact special-status species or bats under Impact BIO-1. Special status species would not be impacted because of the developed nature of the BRSA and lack of suitable habitat along the alignment.

Reference

Section 3.3.6.1, Impact BIO-1: Protected Species, of the Recirculated Draft EIR, pages 3.3-20 through 3.3-21; Section 2.4.3.1 and Section 3.2.5 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts related to migratory birds to less than significant.

- MM BIO-4:** Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, prior to pile driving near active bird nests, and prior to tree trimming during the maintenance period, the following shall occur:
- If construction is scheduled to occur during the bird nesting season (generally February 15 through September 15, and as early as January 1 for some raptors), vegetation that will be impacted by the Project shall be removed in advance of the construction activities and outside the nesting season, if feasible, to avoid take of birds, raptors, or their eggs. If this is not feasible, prior to the implementation of construction activities, one nesting bird survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established and vegetation removal within the buffer shall be postponed until the nest is vacated and

juveniles have fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests.

Finding

Significant impacts on migratory birds would be mitigated by requiring nesting bird surveys to be performed prior to implementation of construction and maintenance activities that disturb areas providing bird nesting habitat, and by requiring that, if any active nests are located, a no-work buffer would be established until the nest is vacated. For the reasons stated above, Metro finds that, through implementation of mitigation measure MM BIO-4, the Project's impacts related to migratory birds, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on biological resources with respect to Impact BIO-1.

2.2.2 Cultural Resources

2.2.2.1 Historical Resources

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

Impact

Construction of the Project has the potential to cause vibrations and ground settlement adjacent to the Golden Gate Theater, is a historic property, which could result in a significant impact. Vibration levels from construction activities along the proposed alignment would include the use of a TBM, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration impacts (such as minor cosmetic structural damage) at nearby sensitive receptors. As a result of the preliminary construction vibration estimates, construction activities are predicted to exceed the Federal Transit Administration (FTA) vibration damage impact criteria at the closest residences and commercial properties. Therefore, without mitigation, a significant impact on the Golden Gate Theater would occur.

The analysis found that the Project would result in less than significant impacts or no impacts on the following historic resources: the Vail Field Industrial Addition, Pacific Metals Company, Goodyear Warehouse, Greenwood Elementary School, South Montebello Irrigation District Building, and the William and Florence Kelly House.

Construction of the Project would acquire six contributing resources to the Vail Field Industrial Addition, which is potential historic district, resulting in the physical demolition of these district contributors and would impair the significance of the potential historic district, by removing in an adverse manner some of the physical characteristics of the historical resource that conveys its significance. The six contributing resources would be acquired primarily as ROW acquisition to enable

construction of the guideway. However, the demolition of these peripheral contributors would leave the core of the potential historic district intact with a sufficient number of contributors with characteristics to still convey its historical significance and would be eligible for listing in the California Register of Historical Resources (CRHR). The Project would not have a substantial adverse change on the Vail Field Industrial Addition and would result in a less than significant impact.

The alignment would be aerial near two historic properties located in an industrial setting, the Pacific Metals Company building and the Goodyear Warehouse. The new aerial structure would introduce a new visual element but would not limit views or change the historic character of the buildings. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would result in a less than significant impact.

The alignment and Greenwood station would be at-grade near three historic properties: the Greenwood Elementary School, the South Montebello Irrigation District Building and William and Florence Kelly House. These resources would not be physically demolished, destroyed, relocated, or altered. Due to the considerable distance between the Greenwood Elementary School and Washington Boulevard, no visual impacts on this historical resource or its setting are anticipated from the at-grade alignment or station and there would be no impact. The at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings of the South Montebello Irrigation District Building and William and Florence Kelly House. The setting of the buildings is modern and adjacent to a major road. Therefore, the setting of these buildings has already been extensively modified and includes modern infrastructure and uses. Although the Greenwood station would introduce a permanent visual element directly in front of the South Montebello Irrigation District Building and the William and Florence Kelly House, the relative height of the raised platform will not block any significant views of these historical resources, such as the view of the façades from the sidewalk or the westbound side of Washington Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the South Montebello Irrigation District Building and the William and Florence Kelly House would not be materially impaired.

Reference

Section 3.4.6.1, Impact CUL-1: Historical Resources, of the Recirculated Draft EIR, pages 3.4-38 through 3.4-40; Section 2.4.4.1 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on the Golden Gate Theater to less than significant.

MM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS/Golden Gate Theater. The contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource. Building protection measures shall be implemented in conjunction with MM NOI-1 through MM NOI-15.

- The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the building category and the potential for ground borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review final design documents prior to implementation of measures.
- The contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historical resource has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey.
- A post-construction survey shall also be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

Finding

Significant impacts associated with vibrations and ground settlement during construction would be mitigated by building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey and building protection report. For the reasons stated above, Metro finds that, through implementation of MM CUL-1, the Project's impacts related to a substantial adverse change in the significance of a historical resource pursuant to 15064.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-1.

2.2.2.2 Archaeological Resources

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-2: Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to 15064.5?

Impact

The California Historical Resources Information System (CHRIS) records search, additional archival research, outreach, and field survey failed to identify any archaeological sites within the Area of Direct Impact (ADI) for archaeological resources. However, it is possible that unknown archaeological resources lay buried within the ADI. The project DSA has been used by Native American peoples for thousands of years and was used with increasing intensity throughout the historic period. Significant buried archaeological resources may exist within the ADI, and it is possible these archaeological materials could be unearthed during project excavation activities. The alignment is largely within the public ROW that has been disturbed with utility and street construction, but these disturbances are relatively shallow. Shallow construction work, such as for the at-grade portions of the alignment, has limited potential to encounter intact archaeological resources due to prior disturbance, but other proposed construction activities have the potential to encounter intact archaeological resources. Tunnel boring would occur through areas that may have unknown archaeological resources. The TBM does not allow for discovery of intact archaeological resources because the method of construction limits observation of impacted soils. However, the TBM would only be used at depths containing soils deposited prior to human occupation, and thus archaeological resources are not anticipated to be present where the TBM would be operated. However, other proposed construction activities have the potential to encounter intact archaeological resources. Deeper impacts within Holocene soils, such as the installation of piles for aerial structures and the excavation required for the TBM launch pit and extraction pit, have the potential to encounter deeply buried resources. Therefore, construction of the Project has the potential to disturb and destroy a significant archaeological resource, which, without mitigation, would result in a significant impact.

Reference

Section 3.4.6.2, Impact CUL-2: Archaeological Resources, of the Recirculated Draft EIR, pages 3.4-43 through 3.4-44; Section 2.4.4.2 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on unknown archaeological resources to less than significant.

MM CUL-8: Unknown Archaeological Resources. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found within the project area, and proper procedures and notifications for if cultural resources are inadvertently discovered.

In addition, the contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits are likely to be located within the Area of Direct Impact (ADI) based on background research and a geoarchaeological analysis. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report.

The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.

The CRMMP shall also require that a qualified Archaeologist in prehistoric and historical archaeology (36 CFR Part 61) be retained prior to ground-disturbing activities. The CRMMP will be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in MM TCR-1, a Native American monitor shall be retained if treatment involves work at a prehistoric site, or to monitor ground disturbing activities at other locations determined appropriate during tribal consultation. An archaeological monitor will be retained for work at locations identified as sensitive during tribal consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

Finding

Significant impacts associated with the potential for Project construction to disturb and destroy a significant unknown archaeological resource would be mitigated by requiring that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared, which would establish protections for unanticipated discoveries of archaeological resources. For the reasons stated above, Metro finds that, through implementation of MM CUL-8, the Project's impacts related to a substantial adverse change in the significance of a unique archaeological resource pursuant to 15064.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-2.

2.2.2.3 Disturbance of Human Remains

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Impact

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of the Project has the potential to disturb and destroy an unknown burial which, without mitigation, could result in a significant impact.

Reference

Section 3.4.6.3, Impact CUL-3: Disturbance of Human Remains, of the Recirculated Draft EIR, pages 3.4-46 through 3.4-47; Section 2.4.4.3 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts related to the disturbance of human remains to less than significant.

MM CUL-9: Unanticipated Discovery of Human Remains. If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner shall contact the Native American Heritage Commission (NAHC) and identify a Most Likely Descendant (MLD) pursuant to PRC Section 5097.98 and CEQA Guidelines Section 15064.5. The MLD may inspect the site within 48 hours of being notified and issue recommendations for scientific removal and nondestructive analysis. If the MLD fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance at their discretion. Work may be resumed at the discretion of Metro but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

Finding

Significant impacts associated with the potential for Project construction to disturb and destroy an unknown burial would be mitigated by requiring the establishment of procedures for consultation and proper treatment if human remains are discovered. For the reasons stated above, Metro finds that, through implementation of MM CUL-9, the Project's impacts related to the disturbance of any human remains, including those interred outside of formal cemeteries, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-3.

2.2.3 Hazards and Hazardous Materials

2.2.3.1 Release of Hazardous Materials

The Project would have less than significant impacts with mitigation measures related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the hazardous materials. Effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater.

Parcels within one-quarter mile of the Project's alignment have confirmed releases of hazardous materials, including petroleum hydrocarbons, volatile organic compounds (VOCs), and metals. In addition, other potentially affected parcels within one-quarter mile of the Project's alignment may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties). Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. There is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. In addition, utility relocation could result in treated wood waste (TWW) that requires disposal. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which, without mitigation, would be a significant impact.

Construction of the MSF would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing materials, lead-based paints, or polychlorinated biphenyls (PCBs). Thus, construction of the MSF would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which, without mitigation would be a significant impact.

Reference

Section 3.8.6.2, Impact HAZ-2: Release of Hazardous Materials, of the Recirculated Draft EIR, pages 3.8-39 through 3.8-43; Section 2.4.8.2 and Section 3.2.9 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to less than significant.

MM HAZ-1: Phase II Environmental Site Assessment (ESA). Before any substantial ground disturbance occurs on or near the properties with documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment to determine the potential presence of petroleum hydrocarbons, metals (i.e., lead that was aeri ally deposited and lead chromate) that exceed thresholds established by the California Health and Safety Code and Title 22, and VOCs in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment Report prepared for Alternative 1 (Washington Alternative) (Kleinfelder 2021).

The Phase II ESA shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles Regional Water Quality Control Board (RWQCB) and/or the Department of Toxic Substances Control (DTSC). If the Phase II ESA identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure HAZ-2. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.

MM HAZ-2: Soil and Groundwater Management Plan. Prior to excavation, a site-specific soil and groundwater management plan shall be prepared by Metro's contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, this shall include the following:

- Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;
- Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods;

- Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies;
- Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area.
- Prior to excavation, the Contractor shall prepare the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker safety manuals and construction work plans and training requirements, per MM HAZ-4.
- Metro's contractor shall sample groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify RWQCB. In coordination with the RWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.

MM HAZ-3: Contractor Specifications. Metro shall include in its contractor specifications the following requirement relating to hazardous materials:

- During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding U.S. Environmental Protection Agency (USEPA) Regional Screening Levels and/or Department of Toxic Substances Control (DTSC) Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be halted and materials tested. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under Mitigation Measure HAZ-2 above, shall be prepared and implemented.

MM HAZ-4: Safety Manuals and Construction Work Plans. The contractor shall prepare site-specific Safety Manuals and Construction Work Plans that address worker health and safety to protect the general public and workers in the construction area for Metro's review and approval. The Safety Manuals and Construction Work Plans shall be prepared in accordance with State and California Division of Occupational Safety and Health (Cal/OSHA) regulations. Copies of the plans shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The plans shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The plans shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.

MM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a California Division of Occupational Safety and Health (Cal/OSHA) certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and PCB-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed.

Finding

Significant impacts associated with the potential for Project construction to expose the public or environment to a hazard involving the release of hazardous materials would be mitigated by requiring a Phase II ESA prior to ground disturbing activities, preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas, requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted, requiring preparation and implementation of site-specific worker health and safety plans, and requiring testing for and abatement of hazardous building materials. For the reasons stated above, Metro finds that, through implementation of MM HAZ-1 through MM HAZ-5, the Project's impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect related to hazards and hazardous materials with respect to Impact HAZ-2.

2.2.3.2 Hazardous Materials Sites (Government Code Section 65962.5)

The Project would have less than significant impacts with mitigation measures related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

Impact

Two parcels on the proposed MSF site identified as Site 17 (APNs 6336-003-071 and 6336-003-050), would be located on hazardous materials sites included on the Cortese list. The parcels are on the Cortese List as a Closed LUST Cleanup site. Additionally, three parcels listed as Site 15 (APNs 6336-002-018, 6336-002-019) and Site 16 (APN 6336-002-020) are identified on the Cortese list as a closed Land Disposal site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill. Construction activities that disturb existing soil contamination from hazardous materials release sites

or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination during construction of the Project, which, without mitigation, could result a significant impact.

The analysis found that the Project would have less than significant impact at the Commerce/Citadel station site. This site (APN 6336-019-031), identified as Site 10, would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed Leaking Underground Storage Tank (LUST) Cleanup site. Soil cleanup was overseen and deemed completed by the Regional Water Quality Control Board (RWQCB) as of December 18, 1996. The RWQCB indicated that no further action/remediation was required at the Citadel property. However, the RWQCB shall be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources. Thus, the impact would be less than significant without mitigation.

Reference

Section 3.8.6.4, Impact HAZ-4: Hazardous Materials Sites (Government Code Section 65962.5), of the Recirculated Draft EIR, pages 3.8-54 through 3.8-57; Section 2.4.8.4 and Section 3.2.9 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-1 through MM HAZ-5, as presented in **Section 2.2.3.1** above, would reduce impacts related to Hazardous Material Sites (Government Code Section 65962.5) to less than significant.

Finding

Significant impacts associated with the potential for Project construction to expose the public or environment to a hazard involving the release of hazardous materials would be mitigated by requiring a Phase II ESA prior to ground disturbing activities, preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas, requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted, requiring preparation and implementation of site-specific worker health and safety plans, and requiring testing for and abatement of hazardous building materials. For the reasons stated above, Metro finds that, with implementation of MM HAZ-1 through MM HAZ-5, the Project's impacts related to sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect related to hazards and hazardous materials with respect to Impact HAZ-4.

2.2.4 Hydrology and Water Quality

2.2.4.1 Water Quality

The Project would have less than significant impacts with mitigation measures related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact

The Project has the potential to encounter, dewater, and dispose of groundwater during ground disturbing construction activities, tunnel boring or excavation for the underground guideway, and relocation of utilities. If groundwater needs to be dewatered, a significant impact would occur if the groundwater is contaminated. While construction of the Project would not occur directly within any of the known contaminated sites identified in the area, construction could encounter groundwater contaminated with hazardous materials from sources such as underground storage tanks. Thus, construction of the Project may release contaminated groundwater into nearby surface water and groundwater, which, without mitigation, would be a significant impact.

The analysis found that the Project would have less than significant impact related to erosion, sedimentation and pollutants from construction sites. Construction activities that disturb the ground, such as excavation and grading, have the potential to increase erosion and sedimentation around proposed construction and staging areas, and could potentially result in a temporary increase in suspended solids running off construction sites. In a storm event, construction site runoff could result in sheet erosion of exposed soil. If not adequately controlled, contaminated water runoff from these areas would have the potential to degrade surface water quality in surface water bodies near the alignment. To reduce any potential impacts related to stormwater runoff, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared to comply with the Construction General Permit. Implementation of the SWPPP would ensure that the applicable provisions of the Clean Water Act (CWA) and Urban Runoff Pollution Control from the Los Angeles County Municipal Code would be met, and pollutant discharges would be properly controlled. Los Angeles Regional Water Quality Control Board (LARWQCB) MS4 permit also specifies that permittees must implement a program to control runoff from construction activities. As part of this, an erosion and sediment control plan would be established prior to the initiation of construction activities. Thus, impacts would be less than significant.

Reference

Section 3.9.6.1, Impact HWQ-1: Water Quality, of the Recirculated Draft EIR, pages 3.9-26 through 3.9-29; Section 2.4.9.1 and Section 3.2.10 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-2 and MM HAZ-3, identified in **Section 2.2.3.1** above, would reduce impacts on water quality to less than significant.

Finding

Significant impacts associated with the potential for Project construction to result in dewatering of contaminated groundwater would be mitigated by requiring preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas and requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted. For the reasons stated above, Metro finds that, with implementation of MM HAZ-2 and MM HAZ-3, the Project's impacts related to violating any water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on hydrology and water quality with respect to Impact HWQ-1.

2.2.4.2 Water Management

The Project would have less than significant impacts with mitigation measures related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact

The groundwater basin underlying the Project is not subject to a sustainable groundwater management plan and, thus, no conflict with a sustainable groundwater management plan would occur.

However, construction of the Project would conflict with the LA Basin Plan if it were to degrade beneficial uses of the Rio Hondo or San Gabriel River or result in an exceedance of a Total Maximum Daily Load (TMDL) established for those rivers. Construction of the Project has the potential to encounter, dewater, and dispose of groundwater during ground disturbing activities, tunnel boring or excavation for the underground guideway, or relocation of utilities. If groundwater needs to be dewatered, a significant impact would occur if the groundwater is contaminated. While construction of the Project would not occur directly within any of the known contaminated sites identified in the area, construction could encounter groundwater contaminated with hazardous materials from sources such as underground storage tanks. Thus, construction of the Project may release contaminated groundwater into nearby surface water and groundwater, which could conflict with the LA Basin Plan and, without mitigation, result in a significant impact.

Reference

Section 3.9.6.5, Impact HWQ-5: Water Management, of the Recirculated Draft EIR, pages 3.9-58 through 3.9-61; Section 2.4.9.5 and Section 3.2.10 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-2 and MM HAZ-3, identified in **Section 2.2.3.1** above, would reduce impacts related to conflicts with water quality and management plans to less than significant.

Finding

Significant impacts associated with the potential for Project construction to result in dewatering of contaminated groundwater would be mitigated by requiring preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas and requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted. For the reasons stated above, Metro finds that, with implementation of MM HAZ-2 and MM HAZ-3, the Project's impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on hydrology and water quality with respect to Impact HWQ-5.

2.2.5 Noise and Vibration

2.2.5.1 Ambient Noise

The Project would have less than significant impacts with mitigation measures related to noise with respect to the following significance threshold:

- Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact

Construction of the Project would result in a significant noise impact from general construction activities, the use of pile drivers, nighttime noise, tunnel ventilation, tunneling activities, and on-road truck traffic. Construction noise estimates for construction activities are predicted to exceed the FTA daytime noise limits at 29 noise sensitive receptors. Construction at night is not expected to occur under typical conditions; however, unforeseen schedule or operational limitations may require certain construction activities to occur at night at points along the alignment. If construction at night must occur, construction noise activities would be predicted to exceed the FTA nighttime noise limits of 80 dBA at nearby residential receptors. Therefore, without mitigation, a significant impact would occur.

Without mitigation, construction staging areas for the Atlantic/Pomona Open-Air Station, connection to the existing Metro system, and the TBM receiving pit would have a significant construction noise impact on 10 residential properties if the staging area is located to the west of the alignment and a significant construction noise impact on nine residential properties if the staging area is located to the east of the alignment. Construction staging areas for Greenwood station would be located to the south of Washington Boulevard would, without mitigation, have a significant construction noise impact on two adjacent properties if the staging area is located to the west of the alignment and construction noise impacts on three residential properties if the staging area is located to the east of the alignment.

The MSF is located in an industrial area with the nearest sensitive receptors (such as residences, schools, churches, or parks) being more than 1,000 feet away with intervening buildings. Noise levels

from construction would not exceed the FTA criteria for residential receivers of 90 dBA through the day or 80 dBA at night. However, noise levels would exceed the FTA criteria for commercial or industrial receivers of 100 dBA through the day or 100 dBA at night at one industrial building immediately adjacent to the site. Therefore, without mitigation, a significant impact would occur.

Reference

Section 3.11.6.1, Impact NOI-1: Ambient Noise, of the Recirculated Draft EIR, pages 3.11-28 through 3.11-32; Section 2.4.11.1 and Section 3.2.12 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts on ambient noise to less than significant.

- MM NOI-1:** Metro shall require the Contractor to develop a construction noise control plan and a construction noise monitoring plan to minimize noise impacts. The construction noise plan shall include construction noise performance criteria. At a minimum, the performance criteria shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria of 80 dBA for nighttime work and 90 dBA for daytime work at residential properties, or 100 dBA at commercial or industrial properties for daytime or nighttime work. These criteria shall be measured at the boundary of any occupied property where the noise is being received.
- MM NOI-2:** Metro shall require the Contractor to use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors, such as residences, schools, and hospitals where practicable. Metro's Contractor shall use cast-in-drilled hole (CIDH) or drilled piles rather than impact pile drivers if necessary to meet construction noise performance criteria established in the construction noise control plan and construction noise monitoring plan.
- MM NOI-3:** Metro shall require the Contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors as necessary to ensure compliance with applicable construction noise performance criteria as specified in the construction noise monitoring plan developed under MM NOI-1. During construction, Metro shall perform audits to monitor the effectiveness of the noise barriers.
- MM NOI-4:** Metro shall require the Contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable.
- MM NOI-5:** Metro shall require the Contractor to route construction traffic and haul routes along roads in areas without receptors sensitive to noise and vibration, where practicable.
- MM NOI-6:** Metro shall require contractors to use best available control technologies to limit excessive noise when working near residences (e.g., piling noise shrouds) where practicable.
- MM NOI-7:** (MM NOI-1 has been revised to clarify that FTA general noise criteria for nighttime construction work shall not be exceeded)

- MM NOI-8:** Metro shall notify the public, including schools, of construction operations and schedules. Metro shall provide a construction-alert publication and set up a Construction Hotline that shall reply to complaints within 2 working days.
- MM NOI-9:** Metro shall require the Contractor to comply with FTA groundborne noise and vibration criteria confirmed in the construction noise monitoring plan for tunnel construction, including spoil removal and transport of segmental tunnel lining. This shall include, where necessary, methods such as installation of temporary tunnel track with smooth rail and wheels, and/or car speeds that limit structure-borne noise and vibration, or use of spoil removal conveyor.
- MM NOI-10:** Metro shall require the Contractor to not stage trucks in residential areas.
- MM NOI-11:** Metro shall require temporary and permanent tunnel vent fans to be located away from residences. Metro shall require that noise from these shall be attenuated to comply with the noise control plan and local code requirements for fixed stationary heating, ventilation, and air conditioning (HVAC) or other machinery noise.

Finding

Significant noise impacts associated with Project construction would be mitigated by reducing construction noise levels experienced by sensitive receptors through means such as the use of noise buffers, maximizing the distance between noise generating activities and sensitive receptors to the degree feasible, minimizing noise generation such as through the use of equipment mufflers to the degree feasible, and establishing a Construction Hotline to resolve noise issues. For the reasons stated above, Metro finds that, with implementation of MM NOI-1 through MM NOI-11, the Project's impacts related to increases in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on noise with respect to Impact NOI-1.

2.2.5.2 Ground-Borne Vibration or Ground-Borne Noise

The Project would have less than significant impacts with mitigation measures related to noise with respect to the following significance threshold:

- Impact NOI-2: Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Impact

Corridor-wide vibration levels are predicted to exceed the FTA frequent criterion of 72 vibration decibels (VdB) at 54 residences during operations. These impacts are due to the proximity of residences to proposed switches, and proximity to the tunnel section of the alignment. One vibration impact is predicted to reach 80 VdB at Kipp Raices Academy, 668 Atlantic Boulevard close to the alignment, exceeding an FTA Category 3 receptor (institutional land uses such as schools, libraries, and museums), which, without mitigation, would result in a significant impact.

Use of construction related equipment and heavy-machinery such as TBMs, bulldozers, dump trucks, vibratory rollers, pile drivers, and machinery to remove excavation spoils from the TBM could result in vibration damage to structures and annoyance to residences and other FTA Category 2 land uses (buildings used for sleeping such as residences, hotels, and hospitals). As a result of the preliminary construction vibration estimates, construction activities are predicted to exceed the FTA impact criteria at the closest residences and commercial properties. Construction activities would be carried out in compliance with Metro's baseline specifications Section 015619, Construction Noise and Vibration Control would reduce impacts, however additional measures would be required to reduce impacts to less than significant.

Reference

Section 3.11.6.2, Impact NOI-2: Ground-Borne Vibration or Ground-Borne Noise, of the Recirculated Draft EIR, pages 3.11-43 through 3.11-47; Section 2.4.11.2 and Section 3.2.12 of the Final EIR.

Mitigation Measures

The following mitigation measures, discussed in Section 1.8.5.1, would be implemented: MM NOI-2, MM NOI-4, MM NOI-5, MM NOI-7, MM NOI-8, and MM NOI-9. Additionally, the following mitigation measures would be implemented to reduce impacts related to ground-borne vibration and noise.

- MM NOI-12:** Within the tunnel, Metro shall reduce operational vibration impacts through use of track support systems which incorporate resilience, such as ballast mats, high resilience track fasteners, resiliently supported ties or floating track slabs as necessary to be below FTA criteria for frequent annoyance from operational vibration. FTA criteria for frequent annoyance is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses, including schools, for more than 70 events per day.
- MM NOI-13:** Metro shall reduce vibration impacts where necessary to be below FTA criteria for frequent annoyance due to gaps at switches by methods such as installing ballast mats or other resilient fixings under conventional switches to “decouple” the train vibration from the track supporting structure or using a monoblock frog or other low vibration switches. FTA criteria for frequent annoyance from operational vibration is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses including schools for more than 70 events per day.
- MM NOI-14:** Metro shall identify selected properties that may be susceptible to vibration damage within 100 feet of the alignment to determine the baseline structural integrity and condition of walls and joints using methods such as photographic documentation of the interior walls and/or exterior façade as a basis for comparison after construction is completed.
- MM NOI-15:** Metro shall require the Contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration impact and reduce the risk of damage to susceptible structures. The construction vibration control plan shall specify implementation of vibration control measures to ensure that vibration during construction activities shall not exceed peak particle velocity (ppv) 0.2 inches per section (ips) at any non-engineered timber and masonry building.

Finding

Significant vibration impacts associated with Project operation would be mitigated by reducing vibratory impacts caused by steel wheels rolling over steel rails at rail joints during the passby of LRT vehicles at sensitive receptors and by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. Significant vibration impacts associated with Project construction would be mitigated by reducing construction vibration levels experienced by sensitive receptors through means such as limiting the use of impact pile drivers, maximizing the distance between vibration generating activities and equipment from sensitive receptors to the degree feasible, routing haul routes away from sensitive receptors as feasible, collecting baseline data for monitoring vibration impacts and developing a construction vibration control plan to minimize vibration impact and reduce the risk of damage to susceptible structures. For the reasons stated above, Metro finds that, with implementation of MM NOI-2, MM NOI-4, MM NOI-5, MM NOI-7, MM NOI-8, MM NOI-9, and MM NOI-12 through MM NOI-15, the Project's impacts to ground-borne vibration or ground-borne noise related to the generation of excessive ground-borne vibration or ground-borne noise levels, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect of noise and vibration with respect to Impact NOI-2.

2.2.6 Transportation and Traffic

2.2.6.1 Conflict with Programs, Plans, and Policies

The Project would have less than significant impacts with mitigation measures related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact

The Project would include construction of bored tunnels, cut-and-cover underground segments, transition structures, and aerial and at-grade segments. At locations with cut-and-cover underground segments and aerial segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. However, due to the temporary roadway closures, lane closures, and sidewalk closures, the Project would result in significant impacts related to transit during construction.

Construction activities would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact.

Temporary sidewalk closures would be required along construction areas, including during construction of at-grade and aerial segments and along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. For the aerial segment, the erection of falsework (temporary support structures) and the installation of the aerial guideway columns may affect sidewalk access. Temporary sidewalk closures may also occur at other locations along the alignment such as constructing the transition from aerial to at-grade. Although temporary, the potential disruptions to pedestrian circulation would, without mitigation, result in a significant impact to pedestrian conditions during project construction.

Temporary lane closures may affect existing and proposed bike routes along the alignment and proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours. Montebello Bus Line 50, which operates on Washington Boulevard, would require temporary rerouting and relocation of bus stops during construction of the MSF. Construction of the MSF would require the permanent closure of Acco Street to through traffic and cul-de-sacs would be constructed on either side of the lead tracks. Proposed bicycle facilities along Flotilla Street and Vail Avenue could interfere with and could require temporary closures during construction activities of the MSF. Therefore, without mitigation, construction of the Project would result in a significant impact related to bicycle and pedestrian circulation.

Reference

Section 3.14.6.1, Impact TRA-1: Conflict with Programs, Plans, and Policies, of the Recirculated Draft EIR, pages 3.14-22 through 3.14-29; Section 2.4.14.1 and Section 3.2.15 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on transportation and traffic to less than significant.

MM TRA-1: The contractor shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:

- Where feasible, schedule construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours.
- Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Contractors shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published school pedestrian routes.

- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.
- Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access).
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures.
- Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities.
- Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters.
- Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.
- Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided.
- Construction flaggers shall be implemented any time a construction ingress or egress is located with 200 feet of a schools' student entrance during school hours.
- Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools.
- Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period.

Finding

Significant impacts associated with temporary disruptions to transit and traffic, pedestrian, and bicycle circulation during construction would be mitigated by requiring preparation of a Traffic Management Plan that specifies measures to minimize disruption of transit and traffic, pedestrian, and bicycle circulation during construction. For the reasons stated above, Metro finds that, with implementation of MM TRA-1, the Project's impacts related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on transportation and traffic with respect to Impact TRA-1.

2.2.7 Tribal Cultural Resources

2.2.7.1 Historical Tribal Cultural Resources

The Project would have less than significant impacts with mitigation measures related to tribal cultural resources with respect to the following significance threshold:

- Impact TCR-1: Would the Project cause a substantial adverse change in a TCR that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?

Impact

Construction of the Project would require ground-disturbing activities, including grading and excavation of Holocene deposits. These activities would have the potential to disturb and destroy Tribal Cultural Resources (TCRs) that are currently unknown. Although the Area of Direct Impact (ADI) is heavily disturbed and urbanized, some of the construction activities would extend below the disturbed surface and into undisturbed Holocene deposits which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Cultural resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the ADI, so precise locations with a higher potential to contain such resources cannot be identified. However, tribal consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCRs. If unmitigated, this potential disturbance of TCRs during construction of Project would result in a significant impact.

Reference

Section 3.15.6.1, Impact TCR-1: Historical Resources, of the Recirculated Draft EIR, pages 3.15-9 through 3.15-10; Section 2.4.15.1 and Section 3.2.16 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts on tribal cultural resources with respect to potential disturbances to TCRs to less than significant.

MM TCR-1: Tribal Cultural Resources Training. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate Tribal Cultural Resources training. The training shall instruct the personnel regarding the legal framework protecting Tribal Cultural Resources, typical kinds of Tribal Cultural Resources that may be found within the project area, and proper procedures and notifications if Tribal Cultural Resources are inadvertently discovered.

MM TCR-2 Retain a Native American Monitor. A Native American monitor shall be retained for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring the qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.

MM TCR-3 Unknown Tribal Cultural Resources. The contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits, and Tribal Cultural Resources are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Tribal consultation. The CRMMP shall encompass both archaeological and Tribal Cultural Resources and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of this Eastside Transit Corridor Phase 2 EIR.

The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified resources would be determined significant. Should significant deposits be identified during earth-moving activities, where feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation or other methods of disposition in consultation with the Tribe.

The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission (NAHC)'s Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried Tribal Cultural Resources

or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. If resources are Native American in origin and may also be Tribal Cultural Resources, treatment and curation of these resources shall be determined in consultation with the Tribe. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

Finding

Significant impacts associated with the potential for Project construction to disturb TCRs would be mitigated by ensuring that construction workers have a clear understanding of TCRs that may be present in the construction area, retaining a Native American monitor for work locations identified as sensitive through consultation and establishment of a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP), and by identifying procedures and plans for safely handling TCRs. For the reasons stated above, Metro finds that, with implementation of MM TCR-1 through MM TCR-3, the Project's impacts related to causing a substantial adverse change in a TCR that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on tribal cultural resources with respect to Impact TCR-1.

2.2.7.2 Native Tribal Significance

The Project would have less than significant impacts with mitigation measures related to tribal cultural resources with respect to the following significance threshold:

- Impact TCR-2: Would the Project cause a substantial adverse change in a TCR that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact

Construction activities that cause ground disturbance, including grading and excavation in Holocene deposits, would have the potential to disturb and destroy TCRs that are currently unknown. Although the ADI is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Cultural resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the ADI, so precise locations with a higher potential to contain such resources cannot be identified. Tribal consultation findings indicate that the entire

alignment is sensitive for potential buried, unidentified TCRs. If unmitigated, this potential disturbance of TCRs during construction of the Project would result in a significant impact.

Reference

Section 3.15.6.2, Impact TCR-2: Native Tribal Significance, of the Recirculated Draft EIR, pages 3.15-14 through 3.15-15. Section 2.4.15.2 and Section 3.2.16 of the Final EIR.

Mitigation Measures

Implementation of MM TCR-1 through MM TCR-3, as identified in **Section 2.2.7.1** above, would reduce impacts related to disturbance of tribal cultural resources to less than significant.

Finding

Significant impacts associated with the potential for Project construction to disturb TCRs would be mitigated by ensuring that construction workers have a clear understanding of TCRs that may be present in the construction area, retaining a Native American monitor for work locations identified as sensitive through consultation and establishment of a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP), and by identifying procedures and plans for safely handling TCRs. For the reasons stated above, Metro finds that, with implementation of MM TCR-1 through MM TCR-3, the Project's impacts related to causing a substantial adverse change in a TCR that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on tribal cultural resources with respect to Impact TCR-2.

2.3 Environmental Impacts Found to be Less Than Significant

2.3.1 Aesthetics

2.3.1.1 Vistas

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-1: Would the Project have a substantial adverse effect on a scenic vista?

Impact

Operation of the Project would not substantially obstruct views of the surrounding landscapes and topography, including the San Gabriel Mountains, former Operating Industries, Inc. (OII) landfill, and downtown Los Angeles skyline because the surrounding industrial and commercial development

already prevents clear views of the mountains and skyline. The aerial alignment would not substantially obstruct views of the San Gabriel Mountains or the Los Angeles skyline because existing views are currently limited by flat topography and existing development. The addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard and the overhead wires and catenary poles would not diminish long-range views of these natural landscapes, which are readily visible from many points along Washington Boulevard. Construction of the Project would introduce visually disruptive elements but would not substantially obstruct views of the San Gabriel Mountains or downtown Los Angeles skyline, because activities would be temporary and intermittent and limited to the immediate area.

Reference

Section 3.1.6.1, Impact AES-1: Vistas, of the Recirculated Draft EIR, pages 3.1-29 through 3.1-31; Section 2.4.1.1 and Section 3.2.4 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to having a substantial adverse effect on a scenic vista would be less than significant.

2.3.1.2 Visual Character

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-3: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact

Certain elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSS) would comply with applicable zoning and design requirements, including the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Construction of the Project would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground with a short at-grade segment and short aerial segment. Construction activities would be a visual nuisance, however, they would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging associated with station and station plaza construction would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging.

Reference

Section 3.1.6.3, Impact AES-3: Visual Character, of the Recirculated Draft EIR, pages 3.1-46 through 3.1-48; Section 2.4.1.3 and Section 3.2.4 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to substantially degrading the existing visual character or quality of public views of the site and its surroundings or conflicting with applicable zoning and other regulations governing scenic quality, would be less than significant.

2.3.1.3 Light and Glare

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact

New nighttime light would primarily emanate from aboveground station areas, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels currently exist. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light intensity is expected to be comparable to existing vehicular traffic along surrounding roads. Operations would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, several elements that would create new sources of glare at proposed station areas during the day would be included. However, per Metro design criteria and standards, these sources would be dulled to ensure they are not substantial.

Nighttime construction lighting, if any, would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination).

Reference

Section 3.1.6.4, Impact AES-4: Light and Glare, of the Recirculated Draft EIR, pages 3.1-51 through 3.1-52; Section 2.4.1.4 and Section 3.2.4 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area, would be less than significant.

2.3.2 Air Quality

2.3.2.1 Air Quality Plan

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Impact

Operation and construction of the Project would not introduce new population or housing growth, disproportionately contribute to the growth projections in the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) or 2016-2040 RTP/SCS, or delay the timely attainment of air quality standards or interim emission reductions specified in the Air Quality Management Plan (AQMP). Emissions would remain below applicable Southern California Air Quality Management District (SCAQMD) thresholds for all criteria pollutants during both construction and operation of the Project and would therefore not contribute to new air quality violations or an increase in the frequency or severity of existing air quality violations. The construction and subsequent operation of the Project would result in a reduction to regional passenger vehicle VMT of approximately 2,544,000 miles annually. The reduction in regional passenger vehicle VMT and associated criteria pollutants would be consistent with the VMT-reducing objectives of the AQMP.

Reference

Section 3.2.6.1, Impact AQ-1: Air Quality Plan, of the Recirculated Draft EIR, pages 3.2-22 through 3.2-23; Section 2.4.2.1 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to air quality related to conflicting with or obstructing implementation of the applicable air quality plan, would be less than significant.

2.3.2.2 Regional Criteria Pollutant Emissions

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Impact

Operation of the Project would result in a net reduction in operational regional criteria air pollutant emissions. There would be a net reduction in operational regional emissions of carbon monoxide (CO), nitrogen oxides (NO_x), sulfur dioxide (SO₂), inhalable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) and a slight increase in emissions of volatile organic compounds (VOC). However, emissions of VOCs would be less than the SCAQMD threshold and impacts with respect to operational regional criteria pollutant emissions would be less than significant. Implementation of the Project would result in no meaningful change to operational regional criteria air pollutant emissions. Emission reductions would be driven by the reduction in motor vehicle VMT associated with ridership of the Metro E Line extension. Construction of the Project would result in peak daily regional emissions that would be less than the SCAQMD regional significance thresholds. Additional construction BMPs set forth in Metro's Green Construction Policy would further reduce construction-related emissions.

Reference

Section 3.2.6.2, Impact AQ-2: Regional Criteria Pollutant Emissions, of the Recirculated Draft EIR, pages 3.2-28 through 3.2-31; Section 2.4.2.2 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard, would be less than significant.

2.3.2.3 Localized Pollutant Concentrations

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Impact

Operation of the Project would reduce regional VMT, and therefore reduce traffic volumes at roadway intersections in the DSA. Certain local roadway intersections would see increased traffic volumes as a result of the Project. The highest-volume intersections identified in the DSA are the intersection of Pioneer Boulevard and Washington Boulevard with 6,070 vehicles per hour, and the intersection of Norwalk Boulevard and Washington Boulevard with 6,046 vehicles per hour. Since the highest-volume intersections identified in the DSA would have traffic volumes below that of the Bay Area Air Quality Management District (BAAQMD) screening threshold, the operation of the Project would not expose sensitive receptors to substantial CO concentrations and impacts with respect to operational localized criteria pollutant concentrations. Construction of the Project would result in localized criteria air pollutant emissions that would be less than the SCAQMD thresholds and impacts with respect to construction regional criteria pollutant emissions would be less than significant.

Reference

Section 3.2.6.3, Impact AQ-3: Localized Pollutant Concentrations, of the Recirculated Draft EIR, pages 3.2-35 through 3.2-37; Section 2.4.2.3 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

2.3.2.4 Other Emissions

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact

Other operational emission sources with the potential to adversely affect a substantial number of people include waste from passengers accessing the stations. SCAQMD has established Rule 402 (Nuisance), which prevents nuisance odor conditions through the establishment of odor complaint tracking systems and other requirements. Trash receptacles at stations would be a relatively unsubstantial source of odors and would be subject to regular servicing, maintenance, and cleaning as to prevent unpleasant odors at the stations, and operations would not result in unpleasant odors that would affect a substantial number of people. Construction of the Project would occur over a broad area and would be completed in sequential segments; therefore, a receptor's exposure to potential unpleasant construction-related near-field odors, such as diesel vehicle exhaust, would be temporary and short-term and would not affect a substantial number of people.

Reference

Section 3.2.6.4, Impact AQ-4: Other Emissions, of the Recirculated Draft EIR, pages 3.2-39 through 3.2-40; Section 2.4.2.4 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to air quality related to emissions (such as those leading to odors) adversely affecting a substantial number of people, would be less than significant.

2.3.2.5 Human Health Risks

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact HR-1: Would the Project expose sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks?

Impact

Although emissions of VOCs would increase from the operation of the Project, exposure to toxic air contaminants (TAC) from VOCs for residents living and working within the DSA would not substantially increase. VOC emission increases would be driven by the use of low-TAC content consumer products, including cleaners, adhesives, and paints at the MSF. Additionally, the MSF site would be in an industrial areas away from residences and other sensitive receptors. High TAC-content VOC emissions, such as those from vehicle exhaust, would be decreased alongside PM₁₀ emissions proportional to the regional reductions in VMT. Construction of the Project would result in local exposure to TAC that would be less than the SCAQMD Tier 2 screening criteria for acute, chronic, and carcinogenic exposure and impacts with respect to construction human health risk. Therefore, operation and construction of the Project would not expose sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks.

Reference

Section 3.2.6.5, Impact HR-1: Human Health Risks, of the Recirculated Draft EIR, pages 3.2-44 through 3.2-46; Section 2.4.2.5 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to human health risks related to exposing sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks, would be less than significant.

2.3.3 Biological Resources

2.3.3.1 Riparian Habitat/Sensitive Natural Community

The Project would have less than significant impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Impact

The majority of areas that could be affected by the Project are developed and consist of structures, roads, parking lots, driveways, sidewalks, and other hardscaped areas. Further, the Project would not affect the rivers or spreading grounds where vegetation communities (e.g., trees grouped together to form a canopy) exist. Because construction would occur in developed or paved areas and would not affect vegetation communities, it is unlikely that construction of the Project would introduce or spread invasive plants or tree disease pathogens; the impact would be less than significant.

Reference

Section 3.3.6.2, Impact BIO-2: Riparian Habitat/Sensitive Natural Communities, of the Recirculated Draft EIR, pages 3.3-24 through 3.3-25; Section 2.4.3.2 and Section 3.2.5 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to the Project having a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS would be less than significant.

2.3.3.2 Policies and Ordinances

The Project would have less than significant impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-4: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact

Trees along the proposed alignment and within proposed stations would be protected by local tree protection policies. No impacts on locally protected trees would occur during operation. Construction of the Project may require tree removal or trimming; however, it is not expected that all the trees along the alignment or within station footprints would be affected by construction. This work would be conducted in accordance with the LA Metro Tree Policy and local policies and municipal codes that protect both native trees and street trees. Additionally, any maintenance of LRT facilities that entails tree trimming would be conducted in accordance with the LA Metro Tree Policy and local policies and municipal codes that protect native trees and street trees. Therefore, no conflict with tree preservation policy or other local policies or ordinances protecting biological resources would occur.

Reference

Section 3.3.6.4, Impact BIO-4: Policies and Ordinances, of the Recirculated Draft EIR, pages 3.3-30 through 3.3-31; Section 2.4.3.4 and Section 3.2.5 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would be less than significant.

2.3.4 Energy

2.3.4.1 Energy Consumption

The Project would have less than significant impacts related to energy with respect to the following significance threshold:

- Impact ENG-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact

Operation of the Project would result in a net annual reduction in non-renewable energy consumption of 7.1 billion British thermal units (BTUs) relative to 2042 without Project Conditions. The Project would result in long-term beneficial impacts to energy resources through decreased reliance on non-renewable fossil fuels and increased reliance on the renewable grid energy supplies. Regional energy demand under the Project would be less than that under the 2019 existing conditions.

Construction of the Project would not cause a meaningful change to the consumption of energy resources. Specific energy conservation measures would be confirmed in final design consistent with Metro's 2011 *Energy Conservation and Management Plan* (ECMP) and 2013 *Sustainable Rail Plan*, as well as Metro's energy and environmental policies. Additional BMPs set forth in Metro's Green construction policy would further reduce energy consumption during construction. These BMPs include, but are not limited to: the required use of renewable diesel fuel in construction equipment; the required use of Tier 4 off-road emission standard equipment as regionally available; the required use of United States Environmental Protection Agency (USEPA) 2007 on-road emission standard compliant trucks; the limitation of vehicle idling to 5 minutes or fewer when not in use; and the use of grid-power in lieu of diesel generators where available.

Reference

Section 3.5.6.1, Impact ENG-1: Energy Consumption, of the Recirculated Draft EIR, pages 3.5-27 through 3.5-34; Section 2.4.5.1 and Section 3.2.7 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, would be less than significant.

2.3.4.2 Energy Plans

The Project would have less than significant impacts related to energy with respect to the following significance threshold:

- Impact ENG-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact

The Project would contribute to a regional shift in transportation energy demand away from fossil fuels toward grid power. Stations, lighting in parking lots, and the MSF would be designed and constructed to achieve energy efficiency consistent with or exceeding Metro's and California Code of Regulations (CCR) Title 24 efficiency requirements. Further, the Project would, by its nature, enhance community access to public transit through the operation of the LRT. The Project would facilitate broader adoption of mass transit and contribute to regional VMT reductions, as projected in the 2020-2045 RTP/SCS. Therefore, the Project would not conflict with or obstruct the 2020-2045 RTP/SCS.

The Project would be constructed in a manner consistent with the regulations and efficiency requirements at the time of construction and would not conflict with Title 24. Metro's 2011 Green Construction Policy addresses the air quality implications of construction from Metro projects. From a construction energy perspective, the policy encourages the limiting of idling and the use of grid-

electric power when feasible during construction. Construction would be consistent with Metro's Green Construction Policy during construction.

Reference

Section 3.5.6.2, Impact ENG-2: Energy Plans, of the Recirculated Draft EIR, pages 3.5-38 through 3.5-39; Section 2.4.5.2 and Section 3.2.7 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency, would be less than significant.

2.3.5 Geology, Seismicity, and Soil Resources

2.3.5.1 Exposure to Seismic Hazards

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)
 - Strong seismic ground shaking
 - Seismic-related ground failure, including liquefaction
 - Landslides

Impact

The Project would be designed in compliance with regulatory requirements, industry standards, and the MRDC; compliance with these regulatory and design requirements would reduce impacts by ensuring that development is designed to withstand seismic or other geologic hazards. Operation and construction of the Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death from known earthquake fault rupture, strong seismic ground shaking, seismic-related ground failure including liquefaction, and landslides.

Reference

Section 3.6.6.1, Impact GEO-1: Exposure to Seismic Hazards, of the Recirculated Draft EIR, pages 3.6-23 through 3.5-26; Section 2.4.6.1 and Section 3.2.8 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to directly or indirectly causing potential substantial adverse effects including the risk of loss, injury, or death from known earthquake fault rupture, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides, during project construction or operation, would be less than significant.

2.3.5.2 Soil Erosion

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-2: Would the Project result in substantial soil erosion or the loss of topsoil?

Impact

The Project is located in an urbanized area that is primarily impervious with no exposed soil. Operations would not result in ground disturbance or a change in the amount of exposed soil as compared to existing conditions. The Project would comply with post-construction measures in applicable National Pollutant Discharge Elimination System (NPDES) permits and low impact development (LID) standards required by Los Angeles County and other local jurisdictions, which aim to minimize erosion impacts from development projects.

Ground disturbing activities occurring during construction of the Project would temporarily expose surficial soils to wind and water erosion and have the potential to temporarily increase erosion and loss of topsoil. However, construction activities would be required to comply with existing regulatory requirements, including implementation of BMPs and other erosion and sedimentation control measures that would ensure grading, excavation, and other earth-moving activities would avoid a significant impact.

Reference

Section 3.6.6.2, Impact GEO-2: Soil Erosion, of the Recirculated Draft EIR, pages 3.6-29 through 3.6-30; Section 2.4.6.2 and Section 3.2.8 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to substantial soil erosion or the loss of topsoil during project construction or operation, would be less than significant.

2.3.5.3 Unstable Geologic Units or Soils

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impact

The Project would be located on stable soils where no liquefaction zones are present. Operations would not occur on a geologic unit or soil that is unstable, or that would become unstable, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The Project would be designed in compliance with MRDC, the California Seismic Hazards Mapping Act, industry standards and recommendations contained in the design level geotechnical report.

Construction activities, such as ground excavation, tunneling, and dewatering, could affect soil stability leading to ground movements (both lateral movements and settlements) or subsidence. However, the Project would be designed and constructed in compliance with regulatory requirements, the MRDC, and recommendations contained in the design level geotechnical report. This would include incorporating recommendations on engineering and design considerations identified in the geotechnical report to ensure soil stability during construction.

Reference

Section 3.6.6.3, Impact GEO-3: Exposure to Seismic Hazards, of the Recirculated Draft EIR, pages 3.6-34 through 3.6-36; Section 2.4.6.3 and Section 3.2.8 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to related to potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, during project construction or operation, would be less than significant.

2.3.5.4 Expansive Soils

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-4: Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the CBC, creating substantial direct or indirect risks to life or property?

Impact

Clay-rich soils that could swell and shrink with wetting and drying may exist locally within alluvial soils present along the Project. The change in soil volume is capable of exerting enough force on structures to damage foundations, structures, and underground utilities. Damage can also occur as these soils dry out and contract. Expansive soils could have an impact on project components, including the stations, guideway, tunnel, and other fixed structures; expansive soils do not have distinct construction or operational impacts and are addressed through project design. The Project would be designed and constructed in compliance with regulatory requirements. This includes the MRDC and recommendations contained in the design level geotechnical report.

Reference

Section 3.6.6.4, Impact GEO-4: Expansive Soils, of the Recirculated Draft EIR, page 3.6-38; Section 2.4.6.4 and Section 3.2.8 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to the Project being located on expansive soil, as defined in Section 1803.5.3 of the CBC, and therefore creating substantial direct or indirect risks to life or property, during project construction or operation, would be less than significant.

2.3.6 Greenhouse Gas Emissions

2.3.6.1 Emission Generation

The Project would have less than significant impacts related to greenhouse gas (GHG) emissions with respect to the following significance threshold:

- Impact GHG-1: Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact

The Project is a component of the RTP/SCS and contributes to California's goal to increase mass transit under the Assembly Bill (AB) 32 Scoping Plan. Operation of the Project would enhance regional transportation systems and contribute to planning efforts to reduce VMT and GHG emissions from transportation sources and would not alter the contribution to the state and regional mass transit climate strategies. Consistent with SCAQMD guidance, construction GHG emissions are amortized over the project lifetime, assumed to be 30 years, to be combined with annual operational emissions.

When amortized over 30 years, construction emissions would contribute an additional 192 metric tons carbon dioxide equivalent (CO₂e) per year. The Project's would be consistent with state and regional climate strategies to increase mass transit and the incremental contribution to climate change with amortized construction emissions would not have a significant impact on the environment.

Reference

Section 3.7.6.1, Impact GHG-1: Emission Generation, of the Recirculated Draft EIR, pages 3.7-29 through 3.7-39; Section 2.4.7.1 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment, during project construction or operation, would be less than significant.

2.3.6.2 Conflicts

The Project would have less than significant impacts related to greenhouse gas emissions with respect to the following significance threshold:

- Impact GHG-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact

At the project-level, the implementation the Project would reduce regional VMT by 2,544,000 miles annually. The Project would support a larger regional effort to facilitate and enhance mass transit in the South Coast Air Basin (SoCAB). The Project is identified in the 2020 RTP/SCS as a major transit capital project and is included in the plan's regional growth and transportation projections. The Project would be consistent with the 2020-2045 RTP/SCS and other relevant GHG reduction plans in that it would support the VMT reduction strategies of those plans. Additionally, the Project, alongside other transit improvement projects planned to be implemented throughout the region, would facilitate broader adoption of mass transit and contribute to regional VMT reductions, and the associated GHG emission reductions, as projected in the 2020-2045 RTP/SCS.

Reference

Section 3.7.6.2, Impact GHG-2: Conflicts, of the Recirculated Draft EIR, pages 3.7-41 through 3.7-42; Section 2.4.7.2 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, during project construction or operation, would be less than significant.

2.3.7 Hazards and Hazardous Materials

2.3.7.1 Transport, Storage, Use, or Disposal of Hazardous Materials

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-1: Would the Project create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials?

Impact

Operation of the proposed stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Maintenance of LRT trains, vehicles, and equipment would occur at the MSF site. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials.

Construction of the Project would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. As required by law, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes would occur along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways. Given compliance with existing regulations, operation and construction of the Project would not create of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

Reference

Section 3.8.6.1, Impact HAZ-1: Transport, Storage, Use, or Disposal of Hazardous Materials, of the Recirculated Draft EIR, pages 3.8-31 through 3.8-33; Section 2.4.8.1 and Section 3.2.9 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to creating a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials, would be less than significant.

2.3.7.2 Hazardous Materials Within One-Quarter Mile of a School

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact

Twelve schools have been identified as being located within one-quarter mile from the Project alignment and no schools are located with one-quarter mile of the MSF. Operation of the proposed stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous and staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [Site 18]), KIPP Promesa Prep and KIPP Raices Academy (APN 6340-001-001 [Site 5] and APN 6340-001-002 [Site 6]), and 4th Street Elementary, Arts in Action Community Charter Elementary School, 4th Street Primary Center, and Esperanza College Prep (APNs 5248-004-040 and 5248-004-043 [Site 1], APN 6341-001-038 [Site 2], APN 6341-001-017 [Site 3], and APN 5248-008-046 [Site 4]). By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs as mandated by the State Water Resources Control Board (SWRCB) Construction General Permit. In addition, transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Adherence to federal and state regulations reduces the risk of exposure to hazardous materials. With compliance with existing regulations, operation and

construction of the Project would not create a risk related to the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Reference

Section 3.8.6.3, Impact HAZ-3: Hazardous Materials Within One-Quarter Mile of A School, of the Recirculated Draft EIR, pages 3.8-48 through 3.8-49; Section 2.4.8.3 and Section 3.2.9 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, would be less than significant.

2.3.7.3 Emergency Response or Emergency Evacuation Plan

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact

The Project would have four at-grade crossings at signalized intersections and one pedestrian only at-grade crossing at Greenwood station. Emergency vehicles traveling on streets that cross the tracks at the at-grade crossings would experience short delays at intersections if emergency vehicles arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings would reduce any delays. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained. The Project would not impede with an adopted emergency response plan or emergency evacuation plan, and it would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment.

Construction of the Project could result in temporary lane closures, increased truck traffic, and other roadway effects that could slow emergency vehicles, temporarily increasing response times and impeding existing services. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Additional specialized construction activities may require full street closures and therefore the development of detour routes, such as decking activities at Atlantic Boulevard for underground construction. Traffic control during construction would follow local jurisdiction guidelines. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police

departments prior to construction including the development of detour routes to facilitate traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Construction of the Project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans.

Reference

Section 3.8.6.6, Impact HAZ-6: Emergency Response or Emergency Evacuation Plan, of the Recirculated Draft EIR, pages 3.8-62 through 3.8-63; Section 2.4.8.6 and Section 3.2.9 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to related to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan, would be less than significant.

2.3.8 Hydrology and Water Quality

2.3.8.1 Groundwater Supplies and Recharge

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact

The Project would notably change the amount of pervious surfaces that could interfere with groundwater recharge and it would not cross the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River. The underground alignment would not affect groundwater movement or infiltration as it would likely be above the groundwater table. During project construction, dewatering activities have the potential to lower the groundwater table and contaminate groundwater resources. Dewatering activities have the potential to lower the groundwater table and contaminate groundwater resources. The majority of groundwater wells are located 0.4 miles or farther away from the Project. Thus, dewatering would not be expected to affect these groundwater wells. The closest groundwater well is approximately 200 feet west of the underground guideway. The depth of this well is approximately 200 feet below ground surface (bgs), which is well below the depth of the tunnel at 60 feet. Additionally, groundwater depths are relatively deep near the underground alignment, which would reduce the likelihood that groundwater would be encountered during construction of the tunnel. Since the water table would likely be below or at the lower level of construction activities, the amount

of water that would need to be extracted, cleaned, and disposed of during construction would be minimal.

Reference

Section 3.9.6.2, Impact HWQ-2: Groundwater Supplies and Recharge, of the Recirculated Draft EIR, pages 3.9-33 through 3.9-34; Section 2.4.9.2 and Section 3.2.10 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, would be less than significant.

2.3.8.2 Drainage Patterns

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i) Result in a substantial erosion or siltation on- or off-site?
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
 - iii) Exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impact

Operation and construction of the Project would not cross the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River and would not alter the course of any streams or river or require a Section 1602 Lake and Streambed Alteration Agreement with the California Department of Fish and Wildlife (CDFW).

The Project would result in a minimal increase in impervious surface, which could increase the rate or amount of stormwater runoff, and a minimal increase in impervious surface that could affect stormwater drainage by reducing the area that allows for infiltration and concentrating pollutants, which can be transferred into nearby waterbodies via stormwater runoff. Operations would comply with post-construction measures in applicable NPDES permits, LID standards, and local policies protecting water quality, and would be operated in compliance with Los Angeles County Department of Public Works and Metro drainage standards (MRDC 3.3.2 and 3.8).

Construction of the Project could increase erosion and sedimentation around construction and staging areas, particularly during ground disturbing activities, such as excavation and grading. To reduce potential impacts related to erosion and siltation, a SWPPP would be prepared in compliance with SWRCB's Construction General Permit, and an erosion and sediment control plan would be prepared in compliance with LARWQCB's MS4 permit. Further, the topography is relatively flat, which would minimize the risk of erosion and siltation impacts. Storm drains affected by the Project would be connected to municipal systems per MRDC 3.3.2 and 3.8. Drainage systems for the Project, including storm drains, would be constructed per MRDC Section 8.2.5. The contractor would be responsible for preparing the drainage and grading plans and obtaining approval of the plans prior to the start of construction.

Reference

Section 3.9.6.3, Impact HWQ-3: Drainage Patterns, of the Recirculated Draft EIR, pages 3.9-45 through 3.9-49; Section 2.4.9.3 and Section 3.2.10 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to substantially altering the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, would be less than significant.

2.3.9 Land Use and Planning

2.3.9.1 Established Community

The Project would have less than significant impacts related to land use and planning with respect to the following significance threshold:

- Impact LUP-1: Would the Project physically divide an established community?

Impact

The Project would primarily operate within or below the transportation ROW and acquired commercial and industrial property. During Project operations, adjacent land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and only one sliver take along the frontage of a residential property would occur. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor and the addition of permanent infrastructure associated with aboveground components of the Project would not physically divide existing neighborhoods,

communities, or land uses to the extent to which they would be disrupted or isolated. The MSF site would not require the closure of any primary vehicle routes critical to circulation within a community or between communities and it would be located primarily on existing parcels designated for industrial uses.

Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. A Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. The property acquisition for construction under the Project would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community.

Reference

Section 3.10.6.1, Impact LUP-1: Established Community, of the Recirculated Draft EIR, pages 3.10-12 through 3.10-14; Section 2.4.10.1 and Section 3.2.11 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to physically dividing an established community, during project construction or operation, would be less than significant.

2.3.9.2 Plan, Policy, or Regulation Conflicts

The Project would have less than significant impacts related to land use and planning with respect to the following significance threshold:

- Impact LUP-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact

The Project would not conflict with local land use plans, policies, or regulations and would help achieve regional and local goals to improve transit and mobility in East Los Angeles and the cities of Commerce and Montebello. The Project would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions. Construction would also be conducted in compliance with local land use plans and codes. No conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect would occur.

Reference

Section 3.10.6.2, Impact LUP-2: Plan, Policy, or Regulation Conflicts, of the Recirculated Draft EIR, pages 3.10-22 through 3.10-24; Section 2.4.10.2 and Section 3.2.11 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, during project construction or operation, would be less than significant.

2.3.10 Population and Housing

2.3.10.1 Unplanned Population Growth

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact PPH-1: Would the Project induce substantial unplanned population growth in an area, either directly or indirectly?

Impact

Operation and construction of the Project would not result in substantial changes to the existing population in the GSA or DSA as it would not include development of new housing or businesses that would directly induce population growth. Implementation of the Project could indirectly affect growth and development in the DSA by providing enhanced transit connections that would make station areas more desirable locations for residences and businesses. This, in turn, could encourage growth and economic development in the surrounding communities. However, the Project would not independently stimulate development or change property values without enabling policy factors like public plans and policies that encourage development and control zoning. Housing and business development growth would be contingent upon local city zoning regulations and approval, which would consider consistency with local general plans and transit-oriented development (TOD) policies.

Reference

Section 3.12.6.1, Impact PPH-1: Unplanned Population Growth, of the Recirculated Draft EIR, pages 3.12-10 through 3.12-11; Section 2.4.12.1 and Section 3.2.13 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to inducing substantial unplanned population growth in an area, either directly or indirectly, during project construction or operation, would be less than significant.

2.3.11 Public Services and Recreation

2.3.11.1 Public Services

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, or other public facilities?

Impact

The Project would primarily operate within or below the transportation ROW and acquired commercial and industrial property and would not increase fire and police protection response times beyond acceptable levels or require new or physically altered fire or police protection facilities to maintain adequate service levels. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained. No physical alterations or disruptive impacts to the schools, parks, or public libraries would occur. There would be no acquisitions or reduction of access to such facilities that would require alteration or new construction of parks and recreational facilities in order to maintain access. Further the Project would not result in substantial changes to the existing population that could alter the demand for public services.

Construction of the Project would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Metro would coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices shall require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

During construction, no physical alterations would occur at nearby schools and parks and recreational facilities, nor would construction activities result in any loss of access to the parking lots and/or building entrance of these facilities. There would be no need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels.

Reference

Section 3.13.6.1, Impact PSR-1: Public Services, of the Recirculated Draft EIR, pages 3.13-17 through 3.13-20; Section 2.4.13.1 and Section 3.2.14 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, or other public facilities, during project construction or operation, would be less than significant.

2.3.11.2 Increased Recreation

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact

The Project would not include residential uses that would result in increased demand for use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. Construction activities would require intermittent sidewalk and lane closures and detours which could inhibit access to nearby park and associated recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to parks would be maintained during construction. Additionally, construction would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities.

Reference

Section 3.13.6.2, Impact PSR-2: Increased Recreation, of the Recirculated Draft EIR, pages 3.13-23 through 3.13-24; Section 2.4.13.2 and Section 3.2.14 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to increasing the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, during project construction or operation, would be less than significant.

2.3.12 Transportation and Traffic

2.3.12.1 Conflict with CEQA Guidelines

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact

Operation of the Project would result in reduced VMT (approximately 8,000 daily) compared to the No Project Alternative. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, components of the Project would include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. Thus, these changes would not lead to a substantial or measurable increase in vehicle travel.

Construction of Project would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area, the Project construction would not conflict with CEQA Guidelines section 15064.3, subdivision (b).

Reference

Section 3.14.6.2, Impact TRA-2: Conflict with CEQA Guidelines, of the Recirculated Draft EIR, pages 3.14-32 through 3.14-33; Section 2.4.14.2 and Section 3.2.15 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b), would be less than significant.

2.3.12.2 Design Hazards or Incompatible Uses

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact

The Project would be constructed and operated within the existing street alignment and ROW for aerial and at-grade segments and would not substantially increase hazards due to a geometric design feature. Additionally, the short 0.1-mile at-grade segment east of the underground tunnel portal would not introduce a new hazard as the existing Metro E Line is already at-grade along this segment of 3rd Street. The Project would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual on Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. The Project would comply with Cal/OSHA and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists would be maintained during construction using signage, partial lane closures, and construction barriers.

Reference

Section 3.14.6.3, Impact TRA-3: Design Hazards or Incompatible Uses, of the Recirculated Draft EIR, pages 3.14-37 through 3.14-39; Section 2.4.14.3 and Section 3.2.15 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), would be less than significant.

2.3.12.3 Inadequate Emergency Access

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-4: Would the Project result in inadequate emergency access?

Impact

Operation of the Project would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignaled intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro E Line already operates at-grade along this segment of 3rd Street and operation of the Project is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels.

A temporary construction easement on part of the Los Angeles County Fire Department (LACFD) Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours, is prepared and approved in coordination with local fire and police departments prior to construction.

Reference

Section 3.14.6.4, Impact TRA-4: Inadequate Emergency Access, of the Recirculated Draft EIR, pages 3.14-43 through 3.14-44; Section 2.4.14.4 and Section 3.2.15 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts to transportation and traffic related to inadequate emergency access, would be less than significant.

2.3.13 Utilities and Service Systems

2.3.13.1 Relocation or Construction

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact

The Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected future capacity and would not have any substantial effect on the water supply. The Project would not have public restrooms and, as a result, would not generate wastewater. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. The Project would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Project elements (e.g., station entrance canopy) would include drainage facilities with adequate slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. The amount of electricity consumed would be significantly less than the projected future capacity, and the Project would not consume natural gas, and would not include telecommunication features that would require expansion of existing telecommunications facilities that could result in an environmental impact.

Reference

Section 3.16.6.1, Impact UTL-1: Relocation or Construction, of the Recirculated Draft EIR, pages 3.16-20 through 3.16-25; Section 2.4.16.1 and Section 3.2.17 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.2 Water Supplies

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Impact

The Project would result in a minimal increase in municipal water use that would require long-term, permanent sources of water use that may include, but would not be limited to, fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Further, any water use would comply with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. The amount of water used during construction would be highly variable; however, overall short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Further, any water use would comply with Metro's Water Use and Conservation Policy, which limits use of potable water during construction when feasible. Construction-related water use would not necessitate new water deliveries to the region.

Reference

Section 3.16.6.2, Impact UTL-2: Water Supplies, of the Recirculated Draft EIR, pages 3.16-28 through 3.16-29; Section 2.4.16.2 and Section 3.2.17 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.3 Wastewater

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-3: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact

The Project would not include a new source of wastewater and would not directly generate population growth that would require wastewater services. Restrooms would not be provided at LRT stations. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Wastewater generation during construction would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system.

Reference

Section 3.16.6.3, Impact UTL-3: Wastewater, of the Recirculated Draft EIR, pages 3.16-31 through 3.16-32; Section 2.4.16.3 and Section 3.2.17 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to wastewater capacity would be less than significant.

2.3.13.4 Solid Waste

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact

The Project would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins and recycle bins. The disposal of solid waste from each station would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Construction would not generate solid waste in excess of state or local

standards, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Reference

Section 3.16.6.4, Impact UTL-4: Solid Waste, of the Recirculated Draft EIR, pages 3.16-36 through 3.16-37; Section 2.4.16.4 and Section 3.2.17 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or that could otherwise impair the attainment of solid waste reduction goals, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.5 Solid Waste Regulations

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact

The Project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. Small amounts of solid waste would be generated during operation and construction of the Project; however, there is no element of operational or construction activities that would be outside of compliance.

Reference

Section 3.16.6.5, Impact UTL-5: Relocation or Construction, of the Recirculated Draft EIR, page 3.16-39; Section 2.4.16.5 and Section 3.2.17 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste would be less than significant.

2.3.14 Growth Inducing Impacts

2.3.14.1 Growth Inducement

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact GRW-1: Would the Project foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Impact

The Project would not result in substantial changes to the existing population in the GSA or DSA. The Project would not include development of new housing or businesses that would directly induce population growth. The Project is not designed to induce growth; rather, the intent is to improve transit service to help accommodate the forecasted growth in the region's population and workforce. While development would not be induced, there are opportunities where the Project could serve as a "catalyst" for economic revitalization and growth in areas where development has already occurred at station locations and other public/private TOD opportunities along the proposed alignment. Given that the Project is anticipated in the local communities planning documents, TOD would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income.

Reference

Section 3.17.6.1, Impact GRW-1: Growth Inducement, of the Recirculated Draft EIR, pages 3.17-14 through 3.17-17; Section 2.4.17.1 and Section 3.2.18 of the Final EIR.

Mitigation Measures

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

Finding

For the reasons stated above, Metro finds that these impacts related to fostering economic or population growth or the construction of additional housing either directly or indirectly; encouraging and facilitating other activities that could significantly affect the environment, either individually or cumulatively, during project construction or operation, would be less than significant.

2.4 Environmental Resources Found Not to be Impacted

2.4.1 Aesthetics

2.4.1.1 Scenic Highways

The Project would have no impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact

The Project is not within the viewshed of State Route 2 (SR-2), the closest state designated scenic highway, and would largely operate underground with a short at-grade segment aerial segment. Therefore, operation and construction of the Project would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway.

Reference

Section 3.3.6.3, Impact AES-2: Scenic Highways, of the Recirculated Draft EIR, page 3.1-32; Section 3.2 and 3.3 of the Final EIR; Section 2.4.1.2 and Section 3.2.4 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

2.4.2 Biological Resources

2.4.2.1 Movement of Fish and Wildlife Species

The Project would have no impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-3: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact

The Project does not cross the Rio Hondo, San Gabriel River, other aquatic corridors, or established terrestrial wildlife corridors. Thus, there would be no impacts on the movement of fish and wildlife species from operation or construction.

Reference

Section 3.3.6.3, Impact BIO-3: Movement of Fish and Wildlife Species, of the Recirculated Draft EIR, pages 3.3-27 to 3.3-28; Section 2.4.3.3 and Section 3.2.5 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or nursery sites.

2.4.2.2 Wetlands

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts on state or federally protected wetlands. Based on the focused wetland investigation described in the Recirculated Draft EA, no wetlands occur within the BRSA for the Project. Therefore, no impacts on wetlands would occur from operation or construction of the Project and this criterion was not evaluated.

Reference

Section 3.3.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.3-7.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to state or federally protected wetlands.

2.4.2.3 Conflicts with Plans

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to the potential for a project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan such as a Significant Ecological Area; therefore, this criterion is not applicable and was not evaluated.

Reference

Section 3.3.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.3-8.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2.4.3 Geology, Seismicity, and Soil Resources

2.4.3.1 Septic Tanks or Alternative Wastewater Disposal Systems

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Project is in an urban area with an established sewer system. There are no existing or proposed septic tanks or other alternative wastewater disposal system associated with the Build Alternatives; therefore, this criterion is not applicable.

Reference

Section 3.6.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.6-5.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to septic tanks or alternative wastewater disposal systems.

2.4.4 Hazards and Hazardous Materials

2.4.4.1 Airport Land Use Plans

The Project would have no impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-5: Would the Project create a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip?

Impact

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. The nearest public airport or airstrip is Whittier Air Strip, which is over four miles to the north.

Reference

Section 3.8.6.5, Impact HAZ-5: Airport Land Use Plans, of the Recirculated Draft EIR, page 3.8-58; Section 2.4.8.5 and Section 3.2.9 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to creating a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip.

2.4.4.2 Wildland Hazards

The Project would have no impacts related to hazards and hazardous with respect to the following significance threshold:

- Impact HAZ-7: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact

The Project would be located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation and construction of the Project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires.

Reference

Section 3.8.6.7, Impact HAZ-7: Wildland Hazards, of the Recirculated Draft EIR, page 3.8-65; Section 2.4.8.7 and Section 3.2.9 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

2.4.5 Hydrology and Water Quality

2.4.5.1 Drainage Patterns

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i) Impede or redirect flood flows?

Impact

The Project alignment is entirely within an area of minimal flood risk (Federal Emergency Management Agency [FEMA]-defined flood zone X). The MSF is located in a FEMA-defined 100-year flood zone. This location was historically a rock quarry that collected stormwater and flooded. However, the area has since been developed and no longer floods as stormwater is directed in the municipal stormwater management system. Furthermore, the MSF does not contain any natural functions or values of a floodplain. Thus, construction or operation of the Project and MSF would not impede or redirect flood flows and no impacts would occur.

Reference

Section 3.9.6.3, Impact HWQ-3: Drainage Patterns, of the Recirculated Draft EIR, pages 3.9-46 through 3.9-50; Section 2.4.9.3 and Section 3.2.10 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to substantially altering the existing drainage pattern of the site or area, in a manner which would impede or redirect flood flows.

2.4.5.2 Inundation

The Project would have no impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-4: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact

The Project is not within the limits of flood hazard, tsunami, or seiche zones. Thus, there would be no potential for the operation or construction of the Project to release pollutants during inundation and no impacts would occur.

Reference

Section 3.9.6.4, Impact HWQ-4: Inundation, of the Recirculated Draft EIR, page 3.9-52 through 3.9-53; Section 2.4.9.4 and Section 3.2.10 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to the release of pollutants from being located in flood hazard, tsunami, or seiche zones.

2.4.6 Noise

2.4.6.1 Airports

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to a project located within the vicinity of private airport airstrip or an airport land use plan, or that is located within two miles of public airport that does not have an adopted airport land use plan. The

nearest public airport or airstrip to the Project is Whittier Air Strip, which at the nearest point is over four miles to the north; therefore, this criterion is not applicable and was not evaluated.

Reference

Section 3.11.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.11-13 through 3.11-14.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts from being located within the vicinity of a private airport airstrip or an airport land use plan, or from being located within two miles of public airport that does not have an adopted airport land use plan.

2.4.7 Population and Housing

2.4.7.1 Displacement

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact PPH-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact

Operation and construction of the Project would occur within the transportation ROW and at the new stations. No acquisition of residential structures would occur, and no people or housing would be displaced.

Reference

Section 3.12.6.2, Impact PPH-2: Displacement, of the Recirculated Draft EIR, pages 3.12-13; Section 2.4.12.2 and Section 3.2.13 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

2.4.8 Public Services and Recreation

2.4.8.1 New Recreation Facilities

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-3: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of the Project.

Reference

Section 3.13.6.3, Impact PSR-3: New Recreation Facilities, of the Recirculated Draft EIR; Section 2.4.13.3 and Section 3.2.14 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to including recreational facilities or requiring the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

2.5 Cumulative Impacts

As required by CEQA Guidelines Section 15130, the impact analysis in the EIR considers the individual and cumulative environmental effects of the Project. This analysis is a two-step process. The first step is to determine whether or not the combined effects from the Project and related projects would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the Project's incremental effects are cumulatively considerable, and therefore significant.

CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The cumulative analysis for the Project considers the 2020–2045 RTP/SCS, the Metro Vision 2028 Strategic Plan, Metro's 2020 LRTP, Metro's NextGen Bus Study, and the City's Sidewalk and Transit Amenity Program. Cumulative impacts are address in Section 3.18 of the Recirculated Draft EIR.

Metro finds that cumulative impacts related to Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services and Recreation, Utilities and Service Systems, would not be significant. With implementation of mitigation measures, the Project's contribution to cumulative impacts related to Biological Resources, Cultural Resources, Noise and Vibration, Transportation and Traffic, and Tribal Cultural Resources would not be cumulatively considerable after mitigation. Thus, these impacts would be less than significant and are not discussed further below.

As discussed above, even with implementation of MM GEO-1 through MM GEO-5, there would be a significant cumulative impact related to paleontological resources. The incremental impact from the Project would be cumulatively considerable and discussed further below.

2.5.1 Geology, Seismicity, Soils, and Paleontological Resources

Impact

Due to the unique nature of sub-grade tunnel boring activity, there would be no feasible way to monitor or mitigate paleontological impacts from boring and impacts with respect to paleontological resources would be significant. Other construction activities, including cut-and-cover construction of underground stations and the installation of support footings along the aerial guideway, would also have the potential to result in significant impacts to paleontological resources, although mitigation measures would be adopted to reduce the impact from cut-and-cover construction and aerial guideway footing construction. The significant impact from tunnel boring activities could not be reduced by mitigation measures and would remain significant and unavoidable. Several of the related land development projects involve ground excavation and disturbance; however, none involve tunnel boring or excavation at the same depth as the Project. Project-level mitigation measures would be implemented to lessen the significant Project-level impact; however, the impact would remain significant. Considered cumulatively with related transportation and land development plans and projects, and even with implementation of MM GEO-1 through MM GEO-5, there would be a significant cumulative impact, which would be cumulatively considerable.

Finding

Significant impacts on paleontological resources in areas that can be monitored would be mitigated through implementation of mitigation measures MM GEO-1 through MM GEO-4 requiring a qualified paleontologist to monitor excavation in areas identified as likely to contain paleontological resources and making certain that recovered specimens be prepared for permanent preservation and curated into an appropriate repository in compliance with the PRMMP. However, for the reasons stated above regarding use of a TBM, there is no known way to monitor tunnel boring impacts on paleontological resources. For the reasons discussed above, Metro finds that these cumulative impacts related to paleontological resources during tunnel boring would be significant and unavoidable. No feasible mitigation measures exist to mitigate these impacts. Thus, for areas that can be monitored, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1 that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on paleontological resources in areas that can be monitored, and for areas where the TBM would be used and monitoring is not

feasible, Metro adopts CEQA Finding 3 that specific technological considerations make mitigating the impacts on paleontological impacts from the TBM infeasible.

3. ALTERNATIVES, OPTIONS, AND MITIGATION MEASURES

3.1 Alternatives

Pursuant to CEQA Guidelines Section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project. The Recirculated Draft EIR examined four alternatives in detail: the No Project Alternative described in Section 5.5 of the Recirculated Draft EIR, and three Build Alternatives: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3) analyzed in Chapters 3, 4, and 5. The Final EIR provided further analysis of Alternative 1 and Alternative 3 with design refinements in Chapter 2. Alternative 3 with the incorporation of design options is also referred to herein as the Project or LPA.

Alternative 1 has the longest alignment at approximately 9.0 miles. Additionally, two IOS alternatives were evaluated in the Recirculated Draft EIR (Alternative 2 and Alternative 3). An IOS is a segment of the project alignment that can function as a stand-alone project, independent on other segments or phases to be constructed. The purpose of developing and evaluating the IOS alternatives is to identify a segment of the Build Alternative that can provide a cost-effective solution due to timing of funding availability with the greatest benefit of the Project. Alternative 2 and Alternative 3 are IOSs and would run along the same alignment and have the same LRT design features and operating characteristics as the full-length Alternative 1. Each of the IOS alternatives would therefore possess a smaller project footprint than Alternative 1.

The EIR also considered design options for each Build Alternative: the Atlantic/Pomona Station Option and the Montebello At-Grade Option for Alternatives 1 and 3 and the Atlantic/Pomona Station Option for Alternative 2. The EIR also considered two MSF site options for Alternative 1 and Alternative 3: the Montebello MSF in the city of Montebello or the Commerce MSF in the city of Commerce. Alternative 2 would only use the Commerce MSF site option.

In December 2022, the Metro Board selected Alternative 3 as the LPA (Project) with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF.

3.1.1 Prior Analysis of Alternatives

Pursuant to CEQA Guidelines Section 15126.6(c), Section 5.3 of the Recirculated Draft EIR discussed additional concepts and alternatives that were considered but withdrawn. The evaluation and screening of concepts, engineering and environmental refinements, and decisions to withdraw alternatives from consideration has had a long history in the development of the Project. This includes alternative alignments that were considered but withdrawn for factors that include conflicts with existing utilities, sensitive land uses, MSF size limitations, amount of property acquisitions needed,

and engineering constraints. A detailed description of concepts and alternatives considered and withdrawn is provided in Chapter 5 and Appendix T of the Recirculated Draft EIR.

3.1.2 No Project Alternative

The No Project Alternative would maintain existing transit service through the year 2042. The No Project Alternative assumes that no new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 LRTP and the SCAG 2020-2045 RTP/SCS.

The No Project Alternative includes existing projects from the regional base year (2017) and planned regional projects in operation in the horizon year (2042). As such, the planned regional transit projects assumed in operation by 2042 include:

- Metro L (Gold) Line Foothill Extension to Claremont
- West Santa Ana Transit Corridor LRT from Artesia to Downtown LA
- Airport Metro Connect 96th Street Station/Metro C Line Extension LAX
- Metro C (Green) Line Extension to Crenshaw Blvd in Torrance – Redondo Beach to Torrance Transit Center
- Metro K (Crenshaw/LAX) Line
- Vermont Transit Corridor BRT – Hollywood Blvd to 120th Street
- Metro D (Purple) Line Extension
- East San Fernando Valley (SFV) Transit Corridor Project connecting Metro G (Orange) Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station
- Metro G Line BRT Improvements
- North Hollywood to Pasadena BRT
- Sepulveda Pass Transit Corridor from Metro E (Expo) Line to East San Fernando Valley Line (Phase 1 and 2)
- Metro Regional Connector Transit Project

3.1.2.1 Reference

Section 5.5 of the Recirculated Draft EIR, Section 9 of Appendices B through R of the Recirculated Draft EIR.

3.1.2.2 Findings for the No Project Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative. The No Project Alternative would not result in the same significant environmental impacts of the Project; however, the No Project Alternative would result in a greater number of different significant and unavoidable impacts to environmental resources than the Project. This is because the No Project Alternative would be inconsistent and conflict with regional and local programs, plans, ordinances, and policies related to air quality, GHG, Land Use, and transportation. The No Project Alternative would also not achieve or address any of the Project objectives or benefits since it would not include a new rail service in East Los Angeles County. The No Project Alternative would not help to address the region's mobility challenges by providing improved transit access and enhanced regional connectivity that would occur with the Build Alternatives. Additionally, the No Project Alternative would not achieve the reduced VMT and associated air quality and reduction in GHG emissions, or enable local jurisdictions to address their transit-oriented community goals and provide equitable development opportunities. Under the No Project Alternative, transit travel times will increase due to the expected growth in traffic volumes, which will contribute to slower bus and vehicle operating speeds and result in increased travel times. Therefore, the No Project Alternative would not be consistent with the goals and objectives for the Project.

3.1.3 Alternative 1

Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations and two MSF site options, terminating at an at-grade Lambert station in the city of Whittier. The base Alternative 1 includes the relocation and reconfiguration of the existing Atlantic Station to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles and six new stations (two underground: Atlantic/Whittier, Commerce/Citadel; one aerial: Greenwood; and three at-grade: Rosemead, Norwalk, and Lambert). The base Alternative 1 consists of 3.0 miles of tunnel, 1.5 mile of aerial, and 4.5 miles of at-grade alignment. The base Alternative 1 also includes MSF site options in the city of Commerce or the city of Montebello which both have aerial lead tracks to the MSF. Alternative 1 has two design options with station and alignment variations: the Atlantic/Pomona Station Option and the Montebello At-Grade Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard. The Montebello At-Grade Option is an at-grade guideway design option along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. This design option would include an at-grade Greenwood station and the Montebello MSF At-Grade Option, which consists of at-grade lead tracks to the Montebello MSF site option if the Montebello MSF site option is selected.

3.1.3.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR, Chapter 2 of the Final EIR.

3.1.3.2 Findings for Alternative 1

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible Alternative 1. Alternative 1 would result in the greatest amount of project benefits by

having the longest alignment and thereby providing a transit linkage to the greatest number of communities and having the largest ridership. Therefore, Alternative 1 most fully meets Project objectives of all the Build Alternatives, including enhancing regional connectivity and air quality goals, providing improved mobility options, improving transit access to activity centers and employment, enabling the greatest number of jurisdictions to address TOD and equity goals, and improving accessibility and connectivity to TOD communities. Additionally, operation of the base Alternative 1 would result in the greatest reduction of VMT (approximately 10,000 daily trips) compared to the No Project Alternative. Alternative 1 is also compatible with the Montebello MSF, so with implementation of that MSF site option, a significant unavoidable impact on Cultural Resources would be avoided (see **Section 3.2.3.1**). Alternative 1, as with Alternatives 2 and 3, would include the underground construction and use of the TBM, which would result in a significant and unavoidable impact on paleontological resources.

Although, Alternative 1 has the greatest benefits associated with VMT and transit connectivity, it would require the largest challenge for securing sufficient funding to construct the full alignment in one phase, and it would also result in the largest need for coordination and permitting with multiple federal, state, and local agencies. Alternative 1 crosses the Rio Hondo and its spreading grounds and the San Gabriel River which would require the replacement of two existing bridges on Washington Boulevard. The bridge reconstruction would involve the need for a shared funding agreement and coordination with the city of Pico Rivera, where the bridges are located. Further, the bridge removal and reconstruction would involve work within the river channels and spreading grounds that would require regulatory agency coordination with and permitting from the United States Army Corps of Engineers, CDFW, Los Angeles County Flood Control District, and DPR. Alternative 1 would also cross underneath Interstate (I)-605 and involve construction work within the California Department of Transportation (Caltrans) ROW, which would also require coordination with and issuance of permits from Caltrans. The additional need for coordination and permitting required for construction of Alternative 1 is likely to involve longer lead times for review and agency agreements that would extend the overall project design time and costs, which could ultimately delay the schedule and extend the future date of operation.

Further, compared to Alternative 2 and 3, Alternative 1 would require mitigation to address significant impacts in the areas of biological resources and hydrology and water quality as it would cross the San Gabriel River and the Rio Hondo river channel and spreading grounds. Alternative 1 would also require additional mitigation related to cultural resources to address significant impacts associated with a sliver take at the Dal Rae Restaurant. Additionally, because Alternative 1 includes a longer alignment than Alternative 2 and Alternative 3, the impacts associated with its construction would be greater as it would affect a larger area. Because Alternative 1 is a longer alignment, while many of the same mitigation measures apply to all of the Build Alternatives that reduce impacts to less than significant, there is a greater number of properties and public rights-of-way with impacts that must be mitigated under Alternative 1. For example, mitigation measures to address noise and vibration impacts apply to 70 sensitive receivers compared to 29 sensitive receivers under Alternative 3; construction impacts associated with rerouting transit, traffic, bicycle and pedestrian facilities apply to a greater number of routes and facilities under Alternative 1; and mitigation measures to address impacts to paleontological resources, tribal cultural resources, hazardous materials, migratory birds and spread of invasive plants apply to a greater area under Alternative 1.

Therefore, while overall objectives would be fully met once Alternative 1 is constructed, the timeframe for completing the Alternative 1 would be greater due to funding and coordination requirements. This would delay the benefits and the meeting of objectives beyond the timeframe for completing Alternative 2 and Alternative 3. Further, Alternative 1 would result in a greater number of significant but

mitigable impacts than Alternative 2 and Alternative 3. With implementation of the Montebello MSF, Alternative 1, as with Alternative 3, would avoid a significant unavoidable impact.

3.1.4 Alternative 2

Alternative 2 is primarily underground and has the shortest alignment at approximately 3.2 miles in length with three stations and one MSF site option (the Commerce MSF site option). It would terminate at the underground Commerce/Citadel station with non-revenue aerial lead tracks extending to the Commerce MSF site option. Alternative 2 has one design option with station and alignment variations: the Atlantic/Pomona Station Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard.

3.1.4.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.1.4.2 Findings for Alternative 2

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2. Alternative 2 has the shortest alignment and would provide the fewest benefits of the Build Alternatives because it would connect fewer communities to transit and also have the lowest ridership. The shorter alignment would also have an additional significant unavoidable impact and lesser environmental benefits, including a smaller reduction of VMT and associated reduction of operational air quality emissions, GHG emissions, fuel consumption, and traffic congestion. The Base Alternative 2 would result in reduced VMT (approximately 5,000 daily) compared to the No Project Alternative. For comparison, the Alternative 1 would result in VMT reduction of 10,000 daily trips and the Alternative 3 would result in VMT reduction of 8,000 daily trips.

Alternative 2 would have reduced construction impacts due to having a smaller footprint as compared to Alternative 1 and Alternative 3 and because much of the construction would occur underground and not within ROWs. Furthermore, it would not affect rivers or bridges, which would reduce impacts and required coordination as compared to Alternative 1. However, Alternative 2 would still include the underground construction and use of the TBM, which would result in significant and unavoidable impacts on paleontological resources. It would also not substantially reduce the construction time as compared to the Alternative 1 and Alternative 3 as the underground portion is the schedule's critical path for all Build Alternatives.

Due to the Alternative's termination in the city of Commerce, the Commerce MSF site option is the only MSF site available under Alternative 2. Construction of the Commerce MSF site option would result in significant and unavoidable impacts to cultural resources due to the removal of properties within the potential Vail Field Industrial Addition historic district. Therefore, Alternative 2 with the Commerce MSF site option would result in an additional significant unavoidable impact to cultural resources.

While Alternative 2 would meet most of the objectives of the Project, the objectives would be better met by Alternatives 1 and 3 which would provide greater mobility benefits and VMT reductions while

also avoiding a significant and unavoidable impact to cultural resources if the Montebello MSF site option is implemented.

3.1.5 Alternative 3

Alternative 3, which with the incorporation of design options is also referred to herein as the Project or LPA, is a 4.6 mile alignment with three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial or at-grade). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment. It would terminate at Greenwood station. The base Alternative 3 also includes MSF site options in the city of Commerce or the city of Montebello which both have aerial lead tracks to the MSF. Alternative 3 has two design options with station and alignment variations: the Atlantic/Pomona Station Option and the Montebello At-Grade Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard. The Montebello At-Grade Option is an at-grade guideway design option along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. This design option would include an at-grade Greenwood station and the Montebello MSF At-Grade Option, which consists of at-grade lead tracks to the Montebello MSF site option if the Montebello MSF site option is selected.

3.1.5.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.1.5.2 Findings for Alternative 3

Alternative 3 has a longer alignment than Alternative 2 and shorter alignment than Alternative 1. Therefore, Alternative 3 meets Project objectives of the Build Alternatives, including enhancing regional connectivity and air quality goals, providing mobility options, improving transit access to activity centers and employment, enabling the greatest number of jurisdictions to address TOD and equity goals, and improving accessibility and connectivity to TOD communities better than Alternative 2, but not as well as Alternative 1. Operation of the base Alternative 3 would result in reduced VMT (approximately 8,000 daily trips) compared to the No Project Alternative. For comparison, the Base Alternative 1 would result in VMT reduction of 10,000 daily trips and the base Alternative 2 would result in VMT reduction of 5,000 daily trips. Alternative 3 is also compatible with the Montebello MSF, so with implementation of that MSF site option, a significant unavoidable impact on Cultural Resources would be avoided. Alternative 3, as with Alternatives 1 and 2, would include the underground construction and use of the TBM, which would result in a significant and unavoidable impact on paleontological resources.

Although the base Alternative 3 would not meet Project objectives as fully as the Alternative 1, it would result in fewer significant but mitigatable construction impacts as compared to Alternative 1 because Alternative 3 construction occurs within a smaller area. Furthermore, Alternative 3 would not cross any waterways or require the reconstruction of bridges, which would avoid significant but mitigatable impacts on biological resources and hydrology and water quality. Also, Alternative 3 would not involve crossing below the I-605 overpass and construction within Caltrans ROW. This avoidance of waterways, bridges, and I-605 would reduce the need for coordinating and permitting with federal agencies, resulting in time savings, and it would also reduce funding needs. The lower costs and lower

coordination and permitting requirements would enable construction and operation of the LRT extension to occur on a shorter timeframe, thereby allowing the Project objectives to be achieved sooner than would occur under Alternative 1. Further, construction of Alternative 3 would not preclude the future build-out of the full Alternative 1 alignment when future funding sources are identified and secured.

Thus, Alternative 3 would meet Project objectives less fully than Alternative 1, but would meet them with fewer construction impacts and a faster timeline. It would also better the Project objectives better than Alternative 2, and, with implementation of the Montebello MSF, would avoid a significant unavoidable impact on cultural resources.

3.2 Design Options and MSF Options

In addition to the three Build Alternatives, the Recirculated Draft EIR considered several design options and two MSF site options.

3.2.1 Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy as opposed to a relocated fully underground station. The open air station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation. This option would also impact the guideway alignment and location of the TBM extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street.

3.2.1.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.1.2 Findings for the Atlantic/Pomona Station Option

While this configuration would necessitate cut-and-cover construction on Pomona Boulevard, it would require less excavation on Pomona Boulevard than the fully underground station as the alignment would turn at a shallower angle through the Pomona/Beverly Boulevard intersection. Similarly, there would be less decking activities in the active roadway on Atlantic Boulevard as the underground track work would be located under parcels east of Atlantic Boulevard instead of under the public right-of-way. As such, this design option would have less direct disruption to Atlantic Boulevard during construction. However, this design option would have a larger footprint of impacts because the guideway alignment and location of the TBM extraction pit would require full property acquisition along the east side of Atlantic Boulevard between Beverly Boulevard and 4th Street. Additionally, full property acquisitions would be required to accommodate the station.

While different properties would be impacted relative to noise and vibration, the number of impacted sensitive receptors would be the same as for the fully underground station and impacts would be

mitigated to less than significant. While visual impacts associated with the open air station and the fully underground station would be less than significant, the open air station would be more visibly prominent. The open air station would provide more convenient access because it would have two entrances and it would be located closer to the existing parking structure that would serve the station. Additionally, the lower depth of the station would provide easier and quicker access to transit users.

Overall, impacts would be similar for the Atlantic/Pomona Station Option as the base Alternatives but there would be less excavation and decking on active roadways (e.g., Pomona Boulevard and Atlantic Boulevard) and therefore less disruption of the circulation system during construction from temporary roadway closures, lane closures, and sidewalk closures. While more property acquisitions would be required, access to the station would be improved.

3.2.2 Montebello At-Grade Option

Under the Montebello At-Grade Option, the guideway would have an aerial configuration for approximately 0.5 miles of aerial guideway after crossing Saybrook Avenue to Yates Avenue the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until the Project terminus. This design option also includes an at-grade Greenwood station located west of Greenwood Avenue, as well as roadway reconfigurations to accommodate the at-grade segment of the alignment. The lead tracks to the Montebello MSF site option would also be at-grade.

3.2.2.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.2.2 Findings for the Montebello At-Grade Option

The Montebello At-Grade option would involve less aerial construction and more at-grade construction. This would result in lower construction costs. Construction of the at-grade guideway would result in slightly increased peak day air quality emissions and localized criteria pollutant emissions that would be greater than those of the base Alternatives due to a larger count of heavy-duty equipment needed. Also, GHG emissions and energy demand would be slightly greater during construction. However, impacts would be less than significant.

Compared to the aerial guideway under the base alternatives, the construction work for the at-grade portions of the alignment would have lower potential to encounter deeply buried intact archaeological, tribal, or paleontological resources because excavation would be shallower than would be required for installation of supports for the aerial structure and Greenwood station; however, excavation would still be required under the design option, and the potential to encounter intact resources would remain.

Compared to the base alternatives, the Montebello At-Grade Option would introduce new visual features at ground level instead of as an aerial structure. The at-grade configuration would be less visually prominent than the aerial structure and the at-grade segment would be less visually obtrusive relative to scenic resources, visual character, and indirect visual impacts on adjacent historic

resources. Noise levels during operations would be slightly greater near the at-grade alignment; however, there are no sensitive receptors in the vicinity of this segment and there would be no significant impacts.

Temporary lane and sidewalk closures would be needed to construct the aerial and at-grade guideway configurations. These impacts to transit, traffic, bicycle, and pedestrian circulation would be mitigated to less than significant levels with application of construction mitigation measures. Further, while operational impacts related to traffic circulation and emergency access would be less than significant, the longer at-grade alignment would result in somewhat greater impacts associated with traffic circulation due a greater number of at-grade intersection crossings. However, the need for grade separations was evaluated based on Metro's Grade Crossing Safety Policy and the proposed grade crossings that would occur under the Montebello At-Grade Option fall under the least restrictive category "At Grade Operation Should Be Feasible." Furthermore, the city of Montebello supports an at-grade configuration and at-grade Greenwood station within the city's boundaries.

While the Montebello At-Grade Option would have some greater impacts, primarily associated with traffic circulation and noise and vibration, the at-grade configuration is consistent with Metro's Grade Crossing Safety Policy, would have a lower cost, and is supported by the local jurisdiction.

3.2.3 Maintenance Storage Facility

An MSF is needed as part of the Project to provide equipment and facilities to clean, maintain and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service. Two MSF locations were evaluated for the Project, one in the city of Commerce and one in the city of Montebello. Both locations would serve Alternative 1 and 3, but only the Commerce site would serve Alternative 2.

3.2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and would extend in an aerial configuration and then transition to at-grade within the MSF site option after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street, an undivided two-lane road, would be permanently closed between Saybrook Avenue and Davie Avenue. The Commerce MSF site option, lead tracks, and construction staging would require acquisition of properties with low-rise commercial and industrial buildings serving light industrial, wholesale, warehousing, distribution, and commercial supply businesses. The facility would accommodate storage for approximately 100 LRVs.

3.2.3.2 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.3.2.1 Findings for the Commerce MSF

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible the Commerce MSF. The Commerce MSF was one of two options for the MSF site, with the other being the Montebello MSF site. Construction of the Commerce MSF site option would result in significant and unavoidable impacts to cultural resources related to the removal of properties within the potential Vail Field Industrial Addition historic district. The Alignment for Alternative 1 and Alternative 3 with the Commerce MSF would also result in the acquisition and demolition of the Pacific Metals Building, which is a historical resource. Therefore, the Commerce MSF site option would result in significant unavoidable impacts to cultural resources.

3.2.3.3 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. The lead tracks to the MSF would be aerial under the base Build Alternatives and transition to at-grade as the track approaches the MSF site option; the lead tracks would be at-grade under the Montebello At-Grade Option and would result in the elimination of through access on Acco Street to Vail Avenue with cul-de-sacs provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. The Montebello MSF site option and lead tracks would require acquisition of several properties with commercial and industrial uses. The facility would accommodate storage for approximately 120 LRVs. The guideway alignment for the MSF would be located further east than the alignment with the Commerce MSF site option and transition to the median of Washington Boulevard at Gayhart Street.

3.2.3.4 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.3.4.1 Findings for the Montebello MSF

The Montebello MSF would meet the purpose and need goals of the Project. As with Commerce, the Montebello MSF would involve acquisition of existing industrial properties. However, these properties are not historic and would not result in a significant unavoidable impact. Additionally, with the Montebello MSF, the guideway alignment would be adjusted to avoid acquisition of the Pacific Metals Building, which is a historical resource. The Montebello site would result in the closure of through access on Acco Street to Vail Avenue, however, with mitigation, access would be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue as specified by required project measures. The Montebello MSF site is also approximately six acres larger than the Commerce MSF site, which would require a larger area of demolition and construction resulting in slightly higher GHG emissions during construction, however, the larger site can store approximately 20 more vehicles than the Commerce site. Additionally, the city of Montebello has expressed support for selecting the Montebello site for the MSF.

3.3 Findings for the Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. Three Build Alternatives and the No Project Alternative were evaluated in the Recirculated Draft EIR.

The No Project Alternative would have the greatest number of significant and unavoidable impacts to environmental resources as this alternative would be inconsistent and conflict with regional and local programs, plans, ordinances, and policies related to air quality, GHG, Land Use, and transportation. The No Project Alternative would also not achieve or address any of the Project objectives since it would not include a new rail service in the GSA.

All Build Alternatives, design options, and MSF site options would have significant and unavoidable impacts during construction relative to geology, seismicity, soils, and paleontological resources. While this impact would be similar for all Build Alternatives and options, the severity of impacts and applicability of mitigation measures relative to other resources areas help distinguish environmental superiority among alternatives.

Alternatives 1, 2, and 3 with the Commerce MSF site option, with or without the design option(s), would result in significant and unavoidable impacts to cultural resources related to demolition of the historic Pacific Metals Company Building and removal of properties within the potential Vail Field Industrial Addition historic district at the Commerce MSF site.

Alternatives 1 and 3 with the Montebello MSF site option, with or without the design options, would have similar findings of environmental impacts and mitigation measures. However, compared to the Alternative 3 with Montebello MSF site option, Alternative 1 with the Montebello MSF site option would require additional mitigation and would have a greater number of properties and public rights-of-way with impacts that must be mitigated due to the larger footprint of Alternative 1.

Therefore, Alternative 3 with the Montebello MSF site option, with or without the design alternatives, would be the environmentally superior alternative.

3.3.1 Reference

Section 5.7 of the Recirculated Draft EIR, Table ES-3 and Table ES-5, Executive Summary of the Recirculated Draft EIR.

3.4 Findings for Mitigations Measures

The Metro Board has considered every mitigation measure recommended in the Recirculated Draft EIR and included in the MMRP. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Project.

Some comments on the Recirculated Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Recirculated Draft EIR. As shown in the Final EIR, Metro incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Recirculated Draft EIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings of Fact and will be effectuated through the process of constructing and implementing the Project.

4. FINDINGS ON CHANGES TO THE RECIRCULATED DRAFT EIR

4.1 Changes to the Recirculated Draft EIR

4.1.1 Design Refinements

The following describes the refinements to the overall project design and performance that have occurred subsequent to publication of the Recirculated Draft EIR described in detail in **Section 1.6.3.6**. The Design Refinements which are fully evaluated in Chapter 2 of the Final EIR are not considerably different from Build Alternatives and design options analyzed in the Recirculated Draft EIR.

- Guideway Refinement – an optional refinement of the aerial and at-grade guideway configurations where the aerial tracks would transition from an aerial to an at-grade configuration further east of the location evaluated under the base Alternative 1 and 3 in Recirculated Draft EIR and further west of the location evaluated under the Montebello At-Grade Option evaluated for Alternative 1 and 3 in the Recirculated Draft EIR. The lead tracks to the MSF would be aerial as evaluated for the base Alternative 1 and 3 in the Recirculated Draft EIR.
- Crossover Refinements – four new or revised crossover locations from those evaluated in the Recirculated Draft EIR (four locations are applicable to Alternative 1 and three locations are applicable to Alternative 3).
 - Maravilla crossover (Optional for Alternative 1 and Alternative 3) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station, located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.
 - Atlantic/Whittier Station crossover (Alternative 1 and Alternative 3 component) – a new underground crossover just north of the proposed Atlantic/Whittier station that increases the size of the underground station footprint that was analyzed in the Recirculated Draft EIR.



- Greenwood crossovers (Alternative 1 and Alternative 3 component with the Montebello At-Grade Option or Guideway Refinement) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.
- Lambert crossover (Alternative 1 component) – a new at-grade crossover and tail tracks south of the Alternative 1 terminus at Lambert station. This crossover is applicable to Alternative 1 but not applicable to the Project.

4.1.2 Corrections and Additions

In response to comments from the public and other public agencies, the Project has incorporated changes subsequent to publication of the Recirculated Draft EIR. Additional changes include updates to the regulatory setting that have occurred subsequent to the Recirculated Draft EIR. Actual changes to the text can be found in Chapter 3, Corrections and Additions, of the Final EIR. Changes in Chapter 3 are identified by text strikeout and underline. Changes to the Draft Recirculated EIR include:

- Document-wide
 - All references to the Metro L (Gold) Line are updated to Metro E Line to be consistent with a system-wide name change implemented by Metro
- Executive Summary
 - Correction to Table ES-2, Summary of Impacts by Environmental Resource, to fix a typo
 - Revisions to Table ES-3, Summary of Impact Evaluation of the Recirculated Draft EIR, to be consistent with modifications to mitigation measure titles for Biological Resources, Hazards and Hazardous Materials, and Noise and to be consistent with a modification to the Impact BIO-2 impact determination for Alternative 3 as identified in the bullets below
- Chapter 2 Project Description
 - Addition of clarifying statement regarding relocation of artwork at the existing Atlantic Station
 - Addition of a brief summary of the Design Refinements
 - Addition of a required permit to Table 2-5, Required Agency Permits
- Section 3.1 Aesthetics
 - Clarification of several existing setting descriptions
 - Replacement of the existing photograph and conceptual visual simulation of the at-grade Greenwood station consistent with current Metro design standards
- Section 3.3 Biological Resources



- Identification of the LA Metro Tree Policy to which the Project would adhere; the policy was adopted subsequent to the publication of the Recirculated Draft EIR
- Modification of several mitigation measures in response to comments by the CDFW to improve clarity and add additional specifications to protect bats, migratory birds, and nesting swallows, and to minimize introduction or migration of tree pathogens in areas with vegetation communities
- Modification of mitigation measure MM BIO-4, and associated discussion under Impact BIO-1, to clarify that the mitigation applies to tree trimming during the tree establishment maintenance period to be consistent with Metro standard procedures and to clarify that tree trimming would be required to comply with federal and state regulations protecting nesting birds
- Modification of the impact determination for Alternative 3 under Impact BIO-2 from less than significant with mitigation to less than significant based on further analysis due to the urbanized setting of Alternative 3 and the distance from rivers and spreading grounds. The modification better explains that Project and surrounding areas are built-out and that construction would occur in developed or paved areas and would not affect vegetation communities; hence, it is unlikely that construction of the Project would introduce or spread invasive plants or tree disease pathogens and the impacts would be less than significant and no mitigation would be required
- Modification of mitigation measures MM BIO-5 and MM BIO-6 to clarify that they only apply to construction where it crosses the rivers and spreading grounds where invasive species and vegetation communities occur. The possible introduction or spread of invasive plants or tree pathogens during construction from use of equipment would only be likely within these areas
- Section 3.4 Cultural Resources
 - Correction to the title of a mis-identified figure
 - Correcting an omission under Impact CUL-1 to identify that two historical resources (the South Montebello Irrigation District Building and the William and Florence Kelly House) that would have less than significant impacts under Alternative 1 would also be less than significantly impacted under Alternative 3
 - Modification of mitigation measure MM CUL-1 to clarify that the contractor is responsible for preparing a pre-construction baseline survey and building protection report, implementing building protection measures as specified in the building protection report, and conducting a post-construction survey of the Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource and to clarify that the Golden Gate Theater is currently a CVS store.
 - Modification of mitigation measure MM CUL-4 to clarify that the contractor is responsible for implementing protection measures for avoiding the Dal Rae Restaurant Sign



- Modification of mitigation measure MM CUL-7 to improve clarity on requirements if archaeological artifacts are discovered
- Modification of mitigation measure MM CUL-8 to improve clarity on preparing a Cultural Resources Monitoring and Mitigation Plan (CRMMP) and requirements if unknown archaeological resources are encountered
- Modification of mitigation measure MM CUL-9 to clarify that work halted if human remains are discovered may be resumed at the discretion of Metro
- Section 3.5 Energy
 - Correction to statement about existing LRT service in the GSA
- Section 3.6 Geology, Soils and Paleontological Resources
 - Modification of project measure PM GEO-1 to remove the year of the Metro Rail Design Criteria (MRDC) referenced in the measure.
 - Modification of mitigation measure MM GEO-1 to clarify that the contractor shall retain a qualified paleontologist to develop a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) and that paleontological monitoring would not be required during TBM excavation because it is infeasible
 - Modification of mitigation measure MM GEO-2 to clarify that monitoring for paleontological resources and salvage of fossils shall occur in compliance with the PRMMP required by mitigation measure MM GEO-1
 - Modification of mitigation measure MM GEO-3 to clarify that the PRMMP required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction
 - Modification of mitigation measure MM GEO-4 to clarify that curation of specimens shall occur in compliance with the PRMMP required by mitigation measure MM GEO-1
- Section 3.8 Hazards and Hazardous Materials
 - Correction of typo
 - Correction to include identification and evaluation of two additional schools located within proximity to the Project based on public comments received from LAUSD and a school opening subsequent to publication of the Recirculated Draft EIR
 - Minor revisions to project measures PM HAZ-1, PM HAZ-2, PM HAZ-3, and PM HAZ-4 for clarification and consistency with Metro standard procedures



- Modification of mitigation measure MM HAZ-1 based on public comments received from Caltrans to improve clarity and specificity regarding investigation for the presence of petroleum hydrocarbons, metals, or volatile organic compounds in soil or groundwater
- Minor clarifications and corrections to mitigation measures MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4 to be consistent with Metro terminology and standard procedures
- Revision of mitigation measure discussion in the impacts analysis for consistency with the revisions identified above
- Section 3.9 Hydrology and Water Quality
 - Updating of the reference and discussion of the applicable Construction General Permit and NPDES MS4 Permit, which went into effect subsequent to publication of the Recirculated Draft EIR
 - Updating of and clarifying information on existing groundwater wells based on input received from Caltrans
 - Revision of project measures PM HWQ-1 and PM HWQ-2 for clarification; revision of project measure PM HWQ-2 to limit permissible erosion control materials and provide greater restrictions on drilling near or in surface waters based on public comments from CDFW
 - Revision of mitigation measure MM HWQ-2 to require a preparation of a hydrology report in conjunction with the Lake and Streambed notification for the Project in response to public comments from CDFW and to clarify that compensatory mitigation would be in compliance with applicable Federal, state, and local requirements
 - Revision of mitigation measure discussion in the impacts analysis for consistency with the revisions identified previously for MM HAZ-2 and MM HAZ-3
- Section 3.10 Land Use and Planning
 - Updated to provide additional information on relocation assistance following property acquisition
 - Clarification that properties acquired for construction activities may be available for joint development or parking facilities
- Section 3.11 Noise and Vibration
 - Revision of mitigation measure MM NOI-1 to specify the performance criteria to be established in the noise control plan and construction noise monitoring plan shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria at a minimum
 - Revision of mitigation measure MM NOI-2 to clarify pile driving noise limitations



- Revision of mitigation measure MM NOI-3 in response to public comments from the Los Angeles Unified School District (LAUSD) to better identify performance criteria
- Revision of mitigation measure MM NOI-7 to explain that MM NOI-1 now clarifies that the FTA general construction noise criteria for nighttime construction work shall not be exceeded
- Revision of mitigation measure MM NOI-8 for clarification and in response to public comments from the LAUSD to specifically identify that Metro shall notify schools of construction operations and schedules
- Revision of mitigation measure MM NOI-9 to specify that tunnel construction must comply with FTA groundborne noise and vibration criteria
- Revision of mitigation measure MM NOI-10 to better address the potential noise impact associated with removal of tunnel spoils in residential areas
- Revision of mitigation measure MM NOI-12 to specify that measures to reduce operation tunnel vibration would be required where necessary to be below FTA criteria for frequent annoyance
- Revision of mitigation measure MM NOI-13 to provide additional flexibility for types of fixtures that may be installed to reduce vibration due to gaps at switches and to clarify that these methods would be required where necessary to be below FTA criteria for frequent annoyance
- Revision of mitigation measure MM NOI-14 to better clarify that Metro shall identify selected properties that may be susceptible to vibration damage and the methods of documentation
- Revision of project measure PM NOI-1 for clarification
- Revision of project measure PM NOI-2 for clarification regarding construction activities that could affect sensitive receptors
- Revision of mitigation measure and project measure discussion in impacts analysis for consistency with revisions discussed above
- Section 3.12 Population and Housing
 - Expansion of demographic information and tables notes presented in Table 3.12-4 to improve clarity
- Section 3.13 Public Services and Recreation
 - Correction to include identification and evaluation of two additional schools located within proximity to the Project based on public comments received from LAUSD and a school opening subsequent to publication of the Recirculated Draft EIR



- Revision to the description and evaluation of impacts to trails along the Rio Hondo and San Gabriel River from bike trails to multi-use trails in response to public comments from the Los Angeles Department of Parks and Recreation (DPR)
- Clarification that development of a Traffic Management Plan will include coordination with affected jurisdictions along the route, including DPR in response to public comments from DPR
- Revision to the description of the Metro Ambassador Program to reflect changes that took place subsequent to the publication of the Recirculated Draft EIR in response to comments from the city of Pico Rivera
- Revision of project measure PM PSR-1 for clarification and consistency with Metro standard procedures
- Section 3.14 Transportation and Traffic
 - Addition of multi-use trails to the description of facilities and evaluation of construction safety in response to public comments from DPR
 - Minor revisions to project measures PM TRA-1, PM TRA-2, and PM TRA-3 for clarification on required codes and standards; minor revision to PM TRA-2 for clarity and consistency with Metro standard procedures
 - Revision to project measure PM TRA-2 to specify that cooperation shall occur with the county throughout the construction process and that safety for multi-use trail users shall be maintained during construction in response to public comments from DPR; to clarify that the referenced "plan" refers to the Traffic Management Plan required by MM TRA-1; and to clarify that lane and/or road closures shall be scheduled to in coordination with authorities having jurisdiction
 - Revision to project measure PM TRA-3 and PM TRA-4 to remove references to the Commerce MSF site option and Montebello MSF At-Grade Option, which were studied in the Recirculated Draft EIR but not advanced to the Final EIR
 - Revision of project measure discussion in impacts analysis to incorporate revisions discussed above
 - to mitigation measure MM TRA-1 in response to public comments from DPR and LAUSD and to improve clarity and feasibility with the following modifications and additions:
 - Clarification that Metro's contractor shall prepare the Traffic Management Plan
 - Clarification that scheduling construction related travel during off-peak travel applies to deliveries and would not apply to hauling and worker trips. Haul trips continue to be subject to other mitigation and project measures including being restricted to designated haul routes and local permitting requirements and an updated specification to avoid published school pedestrian routes to the greatest extent possible



- Addition that safe and convenient pedestrian routes to school would be maintained
- Specification that traffic control officers shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities
- Specification that requirements for pedestrian safety measures also apply to multi-use trails
- Addition that regular communication with school administrators about activities/detours that could affect pedestrian routes to schools shall be maintained
- Addition that construction flaggers will be used if construction ingress or egress is within 200 feet of a school's student entrance during school hours
- Addition that Metro's construction outreach efforts will include providing advanced information to school district administrators if bus routes or bus stops would be affected by construction activities
- Addition a provision requiring maintenance of access to schools and businesses during operating hours throughout the construction period
- Section 3.15 Tribal Cultural Resources
 - Revision to mitigation measure MM TCR-3 for clarification regarding preparation of a CRMMP and to define acronyms; revision of mitigation measure discussion in impacts analysis for consistency with these edits
- Section 3.16 Utilities
 - Revision of impacts analysis to clarify that utility relocation work will generally occur within the affected ROW and on adjacent and nearby streets
- Section 3.17 Growth-Inducing
 - Revision of impacts analysis to clarify that there may be an opportunity for joint-use development at station areas and acquired properties
- Section 3.18 Cumulative Impacts
 - Update to include an additional project considered in the evaluation of the Project's cumulative impacts
 - Revision to clarify that the potentially significant impact from spread of invasive species and tree pathogens only applies to the rivers and spreading grounds (Alternative 1)
 - Revision to correct mitigation measure numbering for Geology, Seismicity, Soils, and Paleontological Resources mitigation
- Chapter 9 References



- Update to include several documents that were published after publication of the Recirculated Draft EIR
- Appendix B – Q
 - Impacts Reports for each environmental topic that are provided as appendices to the Recirculated Draft EIR have been updated to correspond with the updates of the EIR Chapters and Sections listed above
- Volume 2 Advanced Conceptual Design
 - Various drawings included in Volume 2 of the Recirculated Draft EIR have been updated and replaced based on advancements in the Project design and engineering

4.2 Findings Regarding Changes to the Recirculated Draft EIR

Although Chapter 2 of the Final EIR includes minor design refinements and Chapter 3 of the Final EIR includes minor amounts of new information and clarifications generated in comments received on the Recirculated Draft EIR and responses to those comments, and from engineering advancements, the information is not significant new information as defined by Section 15088.5 of the CEQA Guidelines. Therefore, recirculation of the Recirculated Draft EIR is not required. On the basis of the review and consideration of the Final EIR, and based on substantial evidence in light of the whole record, Metro finds:

1. Design refinements, factual corrections, and minor changes have been set forth as clarifications and modifications to the Recirculated Draft EIR;
2. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR are not substantial changes in the Recirculated Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the proposed project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;
3. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Recirculated Draft EIR;
4. The design refinements, factual corrections, and minor changes in the Recirculated Draft EIR do not involve mitigation measures or alternatives which are considerably different from those analyzed in the Recirculated Draft EIR that would substantially reduce one or more significant effect on the environment; and
5. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR do not render the Recirculated Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Recirculated Draft EIR have been met. Incorporation of the design refinements, factual corrections, and minor changes to the Recirculated Draft EIR into the Final EIR does not require the EIR to be recirculated for public and agency comment.

5. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts.

5.1 Significant and Unavoidable Impacts

The Project would result in the following significant and unavoidable impacts:

Geology, Seismicity, Soils, and Paleontological Resources (Impact GEO-5: Paleontological Resources).

The Project is located in an area where paleontological resources are likely to be present and loss of these resources would occur during construction from soil disturbance, including excavation, tunneling, and construction of underground stations. Monitoring for resources can be implemented during excavation where the excavation site is reasonably accessible and visible, where soil spoils can be reasonably observed, and where construction methods do not completely destroy any potential specimen. However, monitoring is not feasible during tunnel boring activities because the TBM operates by grinding material as it moves forward, making it impossible to preserve fossils or bones. The tunnel boring for the project would occur in sediments with a high sensitivity for paleontological resources, and thus, construction and cumulative impacts resulting from using the TBM would result in significant direct impacts on paleontological resources.

5.2 Overriding Considerations

Metro finds that notwithstanding the significant and unavoidable impacts identified above, there are specific overriding economic, legal, social, technological, and other reasons for approving the Project and finding the above adverse effect to be considered acceptable. These reasons are summarized below:

1. Increased Transportation Mobility

The Project will enhance access and mobility to communities located further east and provide connectivity to other destinations along Metro's regional transit system. Further, the Project will reduce travel times and the need for transfers within the system.

2. Economic Growth Consistent with General Plans and the Sustainable Communities Strategy

The Project, by serving concentrated areas of employment, activity centers and residential communities, will support transit-oriented community goals and address the needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County. The Project will provide incentives for development near rail stations in accordance with local land use plans and the 2020-2045 Regional RTP/SCS adopted by SCAG and increase property values for businesses and residences located near rail stations. Providing improved transit access in the East Los Angeles will also facilitate travel during non-commute periods that is economically important (e.g., travel for dining, shopping, and entertainment).

3. Social Benefits

The Project will serve the communities within East Los Angeles County by improving regional mobility, reducing regional vehicle miles travelled, providing a regional rail transit link between East Los Angeles County, downtown Los Angeles, and Santa Monica, providing an alternative to the private automobile. The Project will improve access to employment centers and community facilities such as universities and hospitals.

4. Land Use Benefits

The Project is included in the 2020-2045 RTP/SCS and is consistent with sustainable growth goals to prioritize development of existing urban areas over urban sprawl and provide efficient and plentiful public transit to create increased mobility, active lifestyles, increased economic opportunity, and an overall higher quality of life.

5. Climate Change and Air Quality Benefits

The Project will reduce GHG and other air pollutants by diverting vehicle trips from local freeways and arterial streets and reducing VMT. The Project will support the accomplishment of state GHG emissions-reduction policies, as set forth in AB 32 and Senate Bill (SB) 32, which set GHG emission reduction goals for 1990 levels by 2020, and 40 percent below 1990 levels by 2030 and were incorporated into the November 2017 California Air Resources Board Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target; CEQA Guidelines section 15064.4, which has been amended to require lead agencies to analyze the GHG emissions of proposed projects and focus on the project's foreseeable incremental contribution of the project's emissions to the effects of climate change; Executive Order B-55-18 (Brown, 2018) which sets a goal of statewide carbon neutrality by 2045; and Executive Order S-3-05 (Schwarzenegger, 2005), which sets a target for emissions reductions to 80 percent below 1990 levels by 2050.

Based on the foregoing findings, Metro finds that the economic, social, and environmental benefits of the Project outweigh the significant and unavoidable impact identified in the Final EIR and the record of proceedings. In making this finding, Metro has balanced the benefits of the Project against the unavoidable impacts and is willing to accept the adverse impact. Metro finds that each one of the foregoing benefits, independent of the other benefits, would warrant approval of the Project notwithstanding the unavoidable significant impacts.

5.3 Conclusion

Based on the foregoing findings and the information contained in the record, it is hereby determined that:

- a) All significant effects on the environment due to approval of the Project have been eliminated or substantially lessened where feasible, and
- b) Any remaining significant effects of the Project on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.

Outreach Summary Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
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April 2024

Outreach Summary Report

April 2024

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1. Outreach Summary Report

1.1 Introduction

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach meetings for the Alternatives Analysis (AA) and continuing through 2022 for the efforts related to the Recirculated Draft Environmental Impact Report (EIR). As part of this extensive outreach, Metro has informed elected officials, agency staff, community stakeholders, and the general public of the status of the Project, including progress of the environmental review process.

This Appendix provides a summary of the outreach efforts conducted from the public hearings associated with the publication of the 2014 Environmental Impact Statement (EIS)/Draft EIR through the 2022 public outreach efforts associated with the Recirculated Draft EIR. A brief summary is provided for the Project's historical outreach efforts between 2007 and 2014 associated with the AA and the Scoping for the 2014 Draft EIS/EIR.

Project stakeholders have been involved with each phase of the Project. Coordination efforts with government agencies and their processes are summarized in this chapter. Throughout the extent of the Project history, public meetings have been held in the corridor communities in the GSA — including the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated areas of Los Angeles County, which includes the communities of East Los Angeles and West Whittier-Los Nietos.

1.2 Background

The Project's history includes the publications of the following documents: the 2009 AA (Attachment A of Appendix T of the Recirculated Draft EIR), the 2014 Draft EIS/EIR, and the 2017 Post Draft EIS/EIR Technical Study. In 2007, Metro began outreach for the Project, with community engagement representing an integral component of the environmental process for the published documents mentioned above. A summary of these efforts is discussed in this section.

1.2.1 Public Outreach 2007 through 2014

In 2007, Metro initiated the AA phase of the Project. Public participation during this phase supported the refinement of alternatives. Ultimately during this phase, 47 Project Alternatives were narrowed down to five. The Project conducted early scoping at the initial stages of the AA. A 30-day public comment period was held from November 1 through November 30, 2007. A total of five early scoping meetings (four community meetings and one agency meeting) were held between November 8 and 15, 2007.

At the early scoping meetings held in 2007, there were a total of 224 attendees representing a cross-section of the communities surrounding the Project. Public input was substantial with a total of 159 comments received during the comment period. Participants commented on: Light Rail Technology as the preferred mode of transit, the Project's proximity to downtown Los Angeles as a reason for considering public transit, and the problem of increasing congestion. In addition to early scoping

meetings, 12 additional public meetings were held post-AA preparation and pre-Draft EIS/EIR scoping which involved over 550 stakeholders.

1.2.1.1 2010 Scoping

The scoping period during the preparation for the Draft EIS/EIR began with the publication of the Notice of Preparation/Notice of Intent on January 25, 2010 and continued through April 14, 2010. During the 80-day scoping period, Metro hosted a total of five scoping meetings, four public meetings and one agency meeting, between February 22 and 27, 2010. The meetings were attended by more than 300 people. In addition to the official scoping meetings, Metro also participated upon request in various city and stakeholder events to enhance the outreach effort and increase awareness during the scoping period. For a detailed list of the scoping meeting dates and times, please refer to Attachment A1 of Public Outreach (Appendix S) of the of the Recirculated Draft EIR.

During the 80-day scoping period, Metro accepted oral comments at meetings and via the Project helpline, written comments on meeting comment cards or via letters, e-mailed comments to the Metro Project Manager, and electronic comments via the Metro Project website. A total of 527 oral and/or written public comments were received from both agencies and the public, including from elected officials, residents, grassroots organizations, chambers of commerce, developers, hospitals, agencies, educational institutions, and businesses.

The comments received demonstrated substantial support for each of the two LRT alternatives: the SR-60 Alternative and the Washington Boulevard Alternative. Common themes included the importance of transit connectivity, service to colleges and universities, providing service to underserved areas, concerns regarding environmental and engineering challenges along the two Alternatives, and potential economic opportunities for the cities along the corridors.

1.2.1.2 2010 Public Outreach Post Scoping

Following the 2010 scoping period as discussed in **Section 1.2.1.1**, Metro hosted 11 additional community meetings during the preparation of the 2014 Draft EIS/EIR. These meetings included:

- Five urban design community workshops in July 2010 to discuss and explore the station area concepts for each of the proposed station locations.
- Two community open houses in September 2010 to provide stakeholders with a Project update, and share project refinements and the environmental review schedule.
- As part of the 2010 Rail-Volution Conference, Metro hosted two tours of the Portland, Oregon rail transportation network, featuring similarities to the Project. The tours highlighted the Metropolitan Area Express (MAX) Green Line along Interstate (I)-210 to Clackamas County and the MAX Blue Line to Hillsboro. Stakeholders experienced light rail on the I-210 freeway and its integration with the urban fabric of a suburban community in Hillsboro.
- A Project webinar held in May 2011 informed Project stakeholders of similar light rail projects operating in San Diego, California, Portland, Oregon, and Pasadena, California.
- Two open houses in September 2011 provided additional project updates and information about environmental findings on the 2014 Draft EIS/EIR.

1.2.2 2014 Draft EIS/EIR

1.2.2.1 2014 Notice of Availability

In compliance with CEQA and the National Environmental Policy Act (NEPA), a Notice of Availability (NOA) was released to notify the public regarding the availability the 2014 Draft EIS/EIR for its public review and comment. A 60-day public review period began on August 22, 2014 and ended on October 21, 2014.

1.2.2.2 2014 Public Hearings

During the 60-day public review period, Metro held four public hearings in communities surrounding the Project in September and October 2014. A total of 528 participants attended these four meetings which also included 120 speakers providing public input and 148 participants providing written comments. **Table 1-1** details the date, location, and public input resulting from these public hearings.

Table 1-1. 2014 Public Hearing Information for the 2014 Draft EIS/EIR

Meeting	Date and Location	Participants	Comments
Public Hearing Meeting #1 - Pico Rivera	September 27, 2014, 9 am to 11:30 am Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	62	Speakers: 14 Written Comments: 9
Public Hearing Meeting #2 - Montebello	September 29, 2014, 5:30 pm to 8 pm Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640	97	Speakers: 28 Written Comments: 10
Public Hearing Meeting #3- East Whittier	September 30, 2014, 5:30 pm to 8 pm Uptown Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	161	Speakers: 46 Written Comments: 116
Public Hearing Meeting #4 - South El Monte	October 1, 2014, 5:30 pm to 8 pm South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	208	Speakers: 32 Written Comments: 13
Total		528	Speakers: 120 Written Comments: 148

Source: Metro. Draft EIS/EIR Public Hearings. Attachment A1 of Appendix S of the of the Recirculated Draft EIR.

The 2014 Draft EIS/EIR was subjected to an extensive volume and scope of comments during the 60-day public review period. As a result, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders. Public hearing comments substantiated the Metro Board's direction in 2014 to pursue the following evaluations:

- Continue studying the North Side Design Variation (NSDV) as part of the State Route (SR) 60 Alternative and address comments received from cooperating agencies.
- Eliminate the Garfield Avenue aerial segment between Via Campo and Whittier Boulevard and identify a new north-south connection from the existing Metro Gold Line Eastside Extension (MGLEE) to the proposed alignment on Washington Boulevard.
- Explore the feasibility of operating both LRT alternatives.
- Conduct subsurface investigation along the western portion of the NSDV guideway alignment to initiate characterization of soil conditions, per the request by the United States Environmental Protection Agency (USEPA).

1.2.3 2017 Post Draft EIS/EIR Technical Study

As discussed in **Section 1.2.2.2**, the Metro Board directed staff to proceed with further study and refinement of the Build Alternatives concepts related to the 2014 Draft EIS/EIR. These concepts were developed and evaluated as part of the May 2017 Post Draft EIS/EIR Technical Study. The technical scope of work included completing additional technical studies and supporting public outreach activities over an eighteen-month period to respond to the Metro Board motion. Work on the Technical Study began in August 2016 with a series of community meetings and public outreach activities completed over an eighteen-month period. The purpose of the community and public outreach activities provided the stakeholders project status updates, an opportunity to provide feedback on the route concept development process, and to continue engaging and seeking feedback on the overall community engagement efforts.

During the 2017 Post Draft EIS/EIR Technical Study phase, Metro hosted ten community meetings and held a total of 110 briefings throughout the communities surrounding the Project and hosted two tours of Metro facilities and construction sites. Engagement efforts focused not only on general Project awareness, but also toward engaging the Washington Boulevard Coalition and SR-60 Coalition stakeholders as well as East Los Angeles in the unincorporated area of Los Angeles County. **Table 1-2** summarizes the meeting attendance.

Table 1-2. 2017 Post Draft EIS/EIR Technical Study - 2016 Community Meetings

Date	Meeting Location	Participants	Comments
March 28, 2016 6 pm to 8 pm	Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	127	27
March 29, 2016 6 pm to 8 pm	East Los Angeles Library 4837 E 3rd Street, Los Angeles, CA 90022	66	7
March 30, 2016 6 pm to 8 pm	Quiet Cannon 901 Via San Clemente, Montebello, CA 90640	77	9
March 31, 2016 6 pm to 8 pm	South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	56	11
June 22, 2016 6 pm to 8 pm	Griffith Middle School 4765 E 4th Street, Los Angeles, CA 90022	91	17
Emailed Comments			4
Total:		417	75

Source: Metro. 2017 Outreach for 2017 Post Draft EIS/EIR Technical Study. Attachment A2 of Appendix S of the Recirculated Draft EIR.

Community feedback gathered from the 2016 Community Meetings provided a collective response of:

- Overwhelming support for the Project, including Washington Boulevard Alternative via the Atlantic Boulevard underground configuration, SR-60 NSDV Alternative, and the Combined Alternative.
- Interest in connecting communities and improving access to employment centers and Metro’s regional transit system.
- Concerns regarding impacts to businesses during construction.
- Interest in economic development opportunities along the corridor.
- Emphasis on station accessibility and safety.

For the 2017 public meetings, Metro hosted five public community meetings in February 2017 in the cities of Whittier, Montebello, South El Monte, Commerce, and the unincorporated community of East Los Angeles to update the community and receive input on the 2017 Post Draft EIS/EIR Technical Study. **Table 1-3** summarizes the meeting attendance.

Table 1-3. 2017 Post Draft EIS/EIR Technical Study - 2017 Community Meetings

Date	Meeting Location	Participants	Comment Cards
February 6, 2017 6 pm to 8 pm	Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	96	10
February 7, 2017 6 pm to 8 pm	Quiet Cannon 901 Via San Clemente, Montebello, CA 90640	65	8
February 8, 2017 6 pm to 8 pm	South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	48	2
February 15, 2017 6 pm to 8 pm	Commerce Senior Center 2555 Commerce Way, Commerce, CA 90040	39	4
February 16, 2017 6 pm to 8 pm	AltaMed PACE Center 5425 East Pomona Blvd, Los Angeles, CA 90022	70	7
Emailed comments			1
Total		318	32

Source: Metro. 2017 Outreach for 2017 Post Draft EIS/EIR Technical Study. Attachment A2 of Appendix S of the Recirculated Draft EIR.

Comments and community feedback gathered from the 2017 Community Meetings included:

- Support for the Project and the initiation of the environmental document.
- Emphasis from community members and stakeholders that the community surrounding the Project is highly dependent on public transportation and would like to see implementation of the Project.
- High level of support for the Washington Alternative with an underground configuration beneath Atlantic Boulevard. There was also support for the SR-60 NSDV Alternative and a moderate level of support for the Combined Alternative that would combine the Washington Boulevard Alternative and the SR-60 NSDV Alternative.
- Concern expressed by participants regarding the potential impacts during the construction of the system, especially traffic and business disruption and/or relocation.
- Highlighting the importance of designing the stations with ease of access for pedestrians, and cyclists and to park-and-ride lots by the community. Also, the community values access to jobs, activity centers within the area surrounding the Project and connectivity to the transit system throughout the Los Angeles Region.
- Suggestions for outreach to youth and the younger generation during the next phase of work.

Of 235 respondents surveyed at the February 2017 community meetings, 63 percent of participants agreed that an underground configuration beneath Atlantic Boulevard had sufficient merit to be recommended as the new Washington Boulevard Alternative. Additionally, 50 percent of participants expressed interest in studying the Combined Alternative in the next phase of work. See the Attachment A1 of Appendix S of the Recirculated Draft EIR for further details on the 2017 Post Draft EIS/EIR Technical Study community input.

1.3 2019 Scoping

1.3.1 Public Outreach Prior to 2019 Scoping

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles. One meeting was held in East Los Angeles Library on May 13, 2019 from 5:30 pm to 7:30 pm. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public. Major comment themes captured at the meeting include:

- Stations/Station Parking
 - Community expressed desire for a station design similar to Mariachi Plaza for the Shops at Montebello station (SR-60 Alternative).
 - Community expressed support for parking to be taken into consideration when planning as there is a parking shortage in the community.
 - Community expressed support for Build the Atlantic and Whittier station at the site of the gas station or at the Sketchers store. Request for a community space in the station area.
 - Community expressed support for hosting a community meeting in Montebello to address the Greenwood Station.
 - Community expressed support for providing shuttle services to stations.
- Alignment
 - Community expressed opposition for the development of the SR-60 Alternative.
 - Community expressed support for the SR-60 Alternative.
 - Community expressed support for the Washington Boulevard Alternative.
 - Community expressed support for an underground alignment from Atlantic to Garfield for the Washington Boulevard Alternative.

- Community expressed preference for the Washington Boulevard Alternative to be built first.
- Community expressed support for the Combined Alternative with underground alignment.
- Safety
 - Community expressed concern about transients coming from the Telford and Woods area.
 - Community expressed concern about safety around the stations with a possible influx of people experiencing homelessness.
- Traffic/Circulation Impacts
 - Community identified Project could help reduce car usage.
- Property Impacts / Right-of-Way
 - Community expressed concern about property values along the SR-60 Alternative.
 - Community expressed concern that the Project would create a denser community.

1.3.2 Public Outreach Work Plans

The Project has developed public outreach work plans to highlight opportunities for public involvement during key milestones throughout the environmental process. The public outreach programs include community profiles, stakeholders, collateral material recommendations, notification strategies, communication protocols, proposed schedules for interfacing with the public and elected officials, and recommendations for meeting formats.

In order to adapt to the communities' needs and allow appropriate modifications and refinements to the Build Alternatives, the public outreach work plan strategies are flexible and adapt to meet the Project's demands and political climate. The public outreach plan for the Project is consistent with outreach requirements outlined in CEQA and NEPA.

The Project has utilized a variety of forums and platforms, including public meetings, community workshops, Technical Advisory Committee (TAC) meetings, information booths at community events, and social media (Facebook, Instagram, Twitter, NextDoor, and YouTube). As a response to the COVID-19 pandemic, Metro has held a series of virtual community meetings via Zoom. Virtual meetings were accompanied by an on-site outdoor "Tech Booth" where the general public could participate if they did not have access to technology through a computer, smart phone, or tablet. The Public Outreach Work plan for the Project can be found in Attachment B of Appendix S of the Recirculated Draft EIR.

1.3.3 Notice of Preparation/Notice of Intent

Pursuant to CEQA, Metro issued a Recirculated Notice of Preparation (NOP) on May 31, 2019, informing the public of its intent to prepare a Supplemental/Recirculated Draft EIS/EIR for the Project and notify interested agencies and parties of public scoping meetings. The Federal Transit Administration (FTA) published the Notice of Intent (NOI) pursuant to NEPA in the Federal Register on May 29, 2019, to initiate the Supplemental/Recirculated Draft EIS/EIR process for the Project.

As discussed in further detail in Section 5.2 Alternatives Withdrawn, in February 2020, the Metro Board withdrew from the NEPA process and pursuing a joint Supplemental/Recirculated Draft EIS/EIR. Metro reevaluated its funding sources and had identified that the Project could be funded through state and local sources and pursued a CEQA only document consisting of a Recirculated Draft EIR (Metro, 2020a). As a result, the FTA published a Notice to Rescind the NOI in May 2020. The NOP, NOI, and Rescinded NOI related to the Recirculated Draft EIR can be found in Appendix A of the Recirculated Draft EIR.

1.3.4 Scoping Meetings

The scoping process is required by policies set forth in the CEQA and NEPA. CEQA (Title XIV, 15082) requires that a lead agency shall call at least one Scoping Meeting if the proposed project is of statewide, regional or areawide significance. The scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments, cooperating and responsible agencies as well as any federal agency whose approval or funding the proposed project will be required for the completion of the project. Metro is the lead agency is under CEQA for this Project. Prior to February 2020 when the Metro Board acted upon a decision to pursue a Recirculated Draft EIR only, instead of a joint Supplemental Draft EIS/EIR, FTA was recognized as the lead agency under NEPA. The 2019 Scoping Summary Report can be found in Attachment C and D in Appendix A of the Recirculated Draft EIR.

Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. Notification of the meetings was conducted in compliance with CEQA and NEPA guidance. Meetings were held in the communities of Whittier, Commerce, East Los Angeles, South El Monte, Montebello, and Pico Rivera. Meetings consisted of a presentation detailing an overview of the Project. A total of 573 participants attended the six scoping meetings as shown in **Table 1-4**.

Table 1-4. 2019 Scoping Meetings for the Recirculated Draft EIR

Meeting	Date and Location	Participants	Comments
Public Scoping Meeting #1 - Whittier	Thursday, June 13, 2019, 6 pm to 8 pm Whittier Community Center 7630 Washington Avenue, Whittier, CA 90602	86	Speakers: 34 Written Comments: 5 Oral Testimony Comments: 2
Public Scoping Meeting #2 - Commerce	Monday, June 17, 2019, 6 pm to 8 pm Commerce Senior Citizens Center 2555 Commerce Way, Commerce, CA 90040	41	Speakers: 12 Written Comments: 7 Oral Testimony Comments: 5
Public Scoping Meeting #3 - East Los Angeles	Wednesday, June 19, 2019, 6 pm to 8 pm 4th Street New Primary Center 469 Amalia Avenue, Los Angeles, CA 90022	120	Speakers: 43 Written Comments: 3 Oral Testimony Comments: 0
Public Scoping Meeting #4 - South El Monte	Saturday, June 22, 2019, 10 am to 12 pm South El Monte Community Center 1530 Central Avenue, South El Monte, CA 91733	41	Speakers: 12 Written Comments: 7 Oral Testimony Comments: 5
Public Scoping Meeting #5 - Montebello	Monday, June 24, 2019, 6 pm to 8 pm Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640	190	Speakers: 28 Written Comments: 20 Oral Testimony Comments: 6
Public Scoping Meeting #6 - Pico Rivera	Wednesday, June 26, 2019, 6 pm to 8 pm Pio Pico Woman's Club 9214 Mines Avenue, Pico Rivera, CA 90660	95	Speakers: 20 Written Comments: 7 Oral Testimony Comments: 12
Total		573	Speakers: 149 Written Comments: 54 Oral Testimony Comments: 33

Source: Metro. 2019 Scoping Summary Report. Attachment C of Appendix A of the Recirculated Draft EIR.

During the Public Scoping Period, Metro received 294 comments. Major themes expressed by stakeholders included:

- Opposition to SR-60 Alternative at-grade alignment from South Atlantic Boulevard to Findlay Avenue.
- Support for the Washington Boulevard Alternative from the city of Whittier and business groups and employers.
- Concern expressed over environmental justice and equal consideration for the lack of providing an underground configuration in lower-income areas of Los Angeles County.

1.4 2020 Public Outreach

In anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the Metro Planning and Programming Committee and Metro Board, Metro staff prepared for and planned community meetings to provide a comprehensive Project update. The community meetings were focused on providing informational updates and answering questions related to updates related to the Alternatives withdrawn from further consideration. Meetings held during this period as shown in **Table 1-5**.

Table 1-5. 2020 Post-Scoping Meetings for the Recirculated Draft EIR

Meeting	Date and Location
Community Meeting #1	February 3, 2020, 6 pm to 8 pm Fourth Street Primary Center 469 Amalia Avenue, Los Angeles, CA 90022
Community Meeting #2	February 6, 2020, 6 pm to 8 pm Don Bosco Technical Institute 1151 San Gabriel Blvd, Rosemead, CA 91770
Community Meeting #3	February 8, 2020, 10 am to 12 pm The Ark Montebello 931 S Maple Avenue Montebello, CA 90640

Source: Community Meetings February 2020 Summary Report. Attachment D of Appendix S of the Recirculated Draft EIR.

The meetings were attended by 234 participants, and generated 76 questions/comments and five letters. A substantial number of comments focused upon understanding transit service opportunities in the SR-60 corridor if the SR-60 Alternative was withdrawn from consideration for further evaluation. Streamlining construction and the delivery of the Project was a topic of focus for the community. Several participants inquired about operations of the Project, including hours, speeds, and location of the alignment configurations. Several questions were also related to how the Washington Alternative would impact traffic in East Los Angeles in the unincorporated area of Los Angeles County and the corridor cities along the alignment. Further details on this public outreach period can be found in the Community Meetings February 2020 Summary Report in Attachment D of Appendix S of the Recirculated Draft EIR.

1.5 2021 Public Outreach

Metro hosted another round of update meetings in November 2021 to provide a Project update, share information on the ongoing station design efforts, and provide an opportunity to ask questions. Due to the COVID-19 pandemic, the meetings were held in a virtual setting with limited in-person engagement that followed local and county safety measures. The virtual video conferencing platform allowed individuals with internet access via a desktop, laptop, phone, or tablet to join on-screen. Toll-free numbers for accessing the meetings via telephone and simultaneous Spanish interpretation were also made available to participants.

Metro prepared and planned four community meetings that took place virtually, with three presentations tailored to specific communities. The first and second meetings focused on East Los Angeles in the unincorporated area of Los Angeles County and provided updates on the Atlantic/Pomona station design options. The third meeting, focused on Montebello, featured updates on the Greenwood station and Montebello At-Grade design option. The fourth meeting presented general updates on the Project corridor.

To support communities with technical limitations during the COVID-19 pandemic, an outdoor set-up was implemented via Tech Booth for all community meetings. During the meetings, fact sheets and other relevant information were provided within the meeting chat. **Table 1-6** summarizes the meeting attendance for the individual meetings held in November 2021. The Community Meetings November 2021 Summary Report discusses the outreach efforts during this time period in further detail and can be found in Attachment F of Appendix S of the Recirculated Draft EIR.

Table 1-6. 2021 Community Outreach Meetings for the Recirculated Draft EIR

Meeting	Date	Tech Booth Location	Participants	Comments
Community Meeting #1 - East Los Angeles	November 15, 2021 12 pm to 1:30 pm	Atlantic Avenue Park 570 S. Atlantic Blvd, Los Angeles, CA 90022	44 (Including 3 at Tech Booth)	36
Community Meeting #2 - East Los Angeles	November 15, 2021 6 pm to 7:30 pm	Atlantic Avenue Park 570 S. Atlantic Blvd, Los Angeles, CA 90022	37 (Including 5 at Tech Booth)	32
Community Meeting #3 - Montebello	November 16, 2021 6 pm to 7:30 pm	Montebello Senior Center 115 S. Taylor Avenue, Montebello, CA 90640	78 (Including 5 at Tech Booth)	29
Community Meeting #4 - Corridor-wide	November 17, 2021 6 pm to 7:30 pm	Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	117 (Including 5 at Tech Booth)	48
Total			276 (Including 18 at Tech Booths)	145

Source: Metro. Community Meetings November 2021. Attachment E of Appendix S of the Recirculated Draft EIR.

Prior to the meeting series in November 2021, Metro conducted outreach at six in-person community events and engaged with community members along the corridor to provide brief Project updates. **Table 1-7** lists each of these community events.

Table 1-7. 2021 Community Outreach Events Attended by Metro

Event Name	Date and Location of the Event	Engagements
East Los Angeles Certified Farmers' Market	August 28, 2021 Kern Avenue and Whittier Blvd, Los Angeles, CA 90022	60
East Los Angeles Certified Farmers' Market	September 18, 2021 Kern Avenue and Whittier Blvd, Los Angeles, CA 90022	75
Pico Rivera Halloween Spooktacular	October 23, 2021 Smith Park 6016 Rosemead Blvd, Pico Rivera, CA 90660	150
Commerce Movies in the Park	October 29, 2021 Rosewood Park 5600 Harbor Street, Commerce, CA 90040	15
Whittier Spooktacular 5K Marathon	October 30, 2021 Whittier Community Center 7630 Washington Avenue, Whittier, CA 90602	75
East Los Angeles Veterans Day Ceremony and Resource Fair	November 11, 2021 Los Cinco Puntos 3300 East Cesar East Chavez Avenue, Los Angeles, CA 90063	60
St. Alphonsus School Holiday Pop - up	November 14, 2021 St. Alphonsus School 552 Amalia Avenue, Los Angeles, CA 90022	15
Mariachi Plaza Festival - Shared fact sheets via Metro booth	November 21, 2021 1831 East Festival Street, Los Angeles, CA 90033	50
Total		440

Source: Metro. Community Meetings November 2021. Attachment E of Appendix S of the Recirculated Draft EIR.

1.6 2022 Public Outreach

During the November 2021 community meetings, Metro received a request to meet with businesses in East Los Angeles in the unincorporated area of Los Angeles County to provide a Project update and answer questions. Metro participated in a meeting that was hosted and coordinated by the East Los Angeles Chamber of Commerce, Whittier Merchants Association, and Via Care on January 27, 2022. Metro met with the businesses again on March 2, 2022, ahead of the community meetings. Both meetings aimed to inform business owners and tenants of Project updates, including preliminary station design options and discuss potential impacts to businesses and mitigation measures ahead of the community meetings. **Table 1-8** lists these meetings.

Table 1-8. 2022 East Los Angeles Business Meetings for the Recirculated Draft EIR

Meeting	Date and Time	Location
Business Meeting #1 Non-Metro hosted meeting	January 27, 2022 5:30 pm to 7 pm	Via Care 501 South Atlantic Blvd, Los Angeles, CA 90022
Business Meeting #2 Hosted by Metro	March 3, 2022 5:30 pm to 7 pm	Virtual on Zoom In-person streaming location at Via Care 501 South Atlantic Blvd, Los Angeles CA 90022

Source: Metro (2022). Eastside Transit Corridor Phase 2 Project- East Los Angeles Business Meetings Attachment F of Appendix S of the Recirculated Draft EIR.

As a follow-up to the community meeting series hosted in November 2021, Metro hosted another round of update meetings in March 2022 to provide Project updates focused on specific communities and cities to share information on the ongoing station design efforts and provide stakeholders the opportunity to ask questions. Metro hosted four virtual community meetings focused on providing informational updates on the status of the Project and answering questions related to those specific updates. **Table 1-9** summarizes participation at each meeting. Further details on Community Meetings held in March 2022 can be found in Attachment F of Appendix S of the Recirculated Draft EIR.

Table 1-9. 2022 Public Outreach Meetings for the Recirculated Draft EIR

Meeting	Date	Tech Booth Location	Participants	Comments
Community Meeting #1 - East Los Angeles	March 9, 2022	Atlantic Avenue Park 570 S Atlantic Blvd, Los Angeles, CA 90022	84 (Including 7 at Tech Booth)	25
Community Meeting #2 - Commerce and Montebello	March 10, 2022	Commerce City Hall Parking Lot 2535 Commerce Way, Commerce, CA 90040	59 (Including 2 at Tech Booth)	21
Community Meeting #3 - Pico Rivera, Santa Fe Springs, Unincorporated Los Angeles County Los Nietos Community	March 16, 2022	Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	89 (Including 8 at Tech Booth)	58
Community Meeting #4 - Whittier	March 17, 2022	Whittier Uptown Senior Center 13225 Walnut Street, Whittier, CA 90602	75 (Including 2 at Tech Booth)	29
Virtual Community Update Meeting	November 9, 2022	Zoom	60	23
Total			367 (Including 19 at Tech Booth)	156

Source: Metro (2022). Eastside Transit Corridor Phase 2 Project- East Los Angeles Business Meetings Attachment F of Appendix S of the Recirculated Draft EIR.

1.7 Government and Other Agency Consultation

A participating agency is defined in CEQA/NEPA as a federal, state, regional, county local or tribal governments with an interest in the Project. These agencies are also eligible to be participating agencies if their responsibility relate to areas within special expertise or jurisdiction. The Project included a total of 25 participating agencies. Cooperating Agencies are inclusive of the federal agencies with jurisdiction by law or special expertise, providing input in the areas that they oversee or by expertise. The Cooperating Agencies for this Project include USEPA, United States Army Corps of Engineers (USACE), and the California Department of Transportation (Caltrans). A complete list of Participating and Cooperating Agencies is included in Attachment C of Appendix A of the Recirculated Draft EIR.

1.8 Tribal Coordination

During preparation of the Recirculated Draft EIR, Native American Heritage Commission (NAHC) was contacted by letter and provided with a brief Project description and a map of the general study area (GSA). The NAHC responded to Metro on November 22, 2019 with an Assembly Bill (AB) 52 consultation list of tribes and tribal contacts who are traditionally and culturally affiliated with the Project area. The NAHC also provided the results of the Sacred Lands File (SLF) search. The SLF search result was positive for sacred sites and the NAHC requested Metro contact the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrieleño/Tongva San Gabriel Band of Mission Indians for more information regarding these sites.

On December 3, 2019, a letter was sent to each of the tribes on the AB 52 consultation list. The letter was intended to initiate consultation with the tribes on both the state and federal levels, in order to comply with AB 52 and the terms of Section 106 of the National Historic Preservation Act. Letters describing the GSA and U.S. Geological Survey (USGS) topographic maps were sent on December 3, 2019 to the following Native American representatives, identified by the NAHC as potentially having knowledge of the GSA:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieleño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieleño Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrieleño-Tongva Tribe

On December 10, 2019, Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation, responded and requested consultation. Accordingly, a consultation meeting was held between the Gabrieleño Band of Mission Indians – Kizh Nation and Metro on March 25, 2020. On April 27, 2020, the Gabrieleño Band of Mission Indians – Kizh Nation provided additional information regarding their tribal lineage and ties to the area of direct impacts (ADI) via email.

Correspondence received and meeting minutes may be found in Confidential Attachment B (this attachment is not part of the EIR pursuant to PRC § 21082.3(c)(1)) of the Tribal Cultural Resources Impacts Report (Appendix O) of the Recirculated Draft EIR.

1.9 Other Supporting Public Outreach

1.9.1 Stakeholder Organization Outreach

The Project's outreach program engaged with Community Based Organizations (CBOs) to establish communication and adapt to the communities' needs and participation preferences. In alignment with the Metro Equity Platform and the CBO Partnering Strategy, Metro has developed a CBO Roundtable Strategy for the Project. This Strategy provides an approach to collaborating with local organizations for effective outreach methods, engagement, and tools for meaningful community input. Metro

outreached to over 30 CBOs from around the communities surrounding the Project with the opportunity to give feedback and collaborate in the outreach efforts. The CBO partnership includes a total of eight CBOs that responded with interest and followed through with all steps of the onboarding process. Further information on CBOs can be found in Attachment H of Appendix S of the Recirculated Draft EIR.

1.9.2 Ongoing Public Outreach

1.9.2.1 Stakeholder Database

An initial Project database was created at the inception of the environmental phase in 2009. Since that time, the database has been maintained and expanded to include elected offices, including local, regional, state, and federal representatives; department executives of city and regional agencies; academic institutions and schools; community-based organizations; chambers of commerce; major employers; utility companies; and other key stakeholder representatives and residents of the corridor communities. The information collected in the database includes name, organization, email address, phone number, and mailing address.

The database has continued to expand as additional contacts were collected through stakeholder engagements. Maintenance of the database is ongoing to keep agency and organization contacts up-to-date prior to the start of notification for each meeting series or major announcement. New contacts are added when members of the public opt-in to receive Project communications by providing their contact information at public meetings or pop-up events. Similarly, new agency contacts are added as they participate in Project meetings or as they become directly involved. Contacts are also added as inquiries are received through the helpline, Project email, and online submission form. This database will continue to be maintained and updated throughout the life of the Project.

In addition, mailing lists were also generated for each major Project announcement to reach occupants and owners of properties that are within one-quarter mile of a proposed station, as well as those who are within a 500-foot buffer from the Project corridor.

1.9.2.2 Online communication tools

To keep stakeholders up-to-date, a Project website was developed and updated at every major Project milestone, including prior to public meeting series and as major Project updates become available. The website features the latest Project information, including fact sheets, Project maps, other collateral materials, presentations, display materials, and video recordings of past meetings.

1.9.2.3 Notification and Project Awareness Efforts

A variety of notification and informational tools were used for outreach to target audiences. Outreach methods included the following:

- Traditional methods
 - In-person meetings with cities, counties, chambers of commerce, councils of governments, educational institutions, community stakeholder groups, agency staff, and elected officials
 - Direct mail notification
 - Newspaper display ads (print and digital)
 - Placement of meeting notices in Metro light rail trains (Metro L [Gold] Line) as well as connecting Metro buses
 - Project awareness banners at highly visible locations along the Project corridor
 - Pop-up or information tables
- Public involvement opportunities
 - Public community meetings
 - The display of Project materials at other Metro project community meetings (NextGen Bus Plan, I-105 ExpressLanes, West Santa Ana Branch [WSAB] Transit Corridor)
 - Metro L (Gold) and E (Expo) Line rail tours
 - Information booths and pop-ups at various community events and at Metro L (Gold) Line stations
- Project communication tools
 - Project website
 - Project helpline
 - Project overview survey
 - Email notification
 - Social media (i.e., Facebook and Twitter)
 - Project videos (video simulation, Project overview, meeting webcasts, and recordings)
- Other targeted outreach
 - Electronic signs
 - Text messages

- The Source, Metro’s online publication
- Earned media (social media, blogs, newspapers, other media)

These notification tools and outreach efforts were customized based on the type of community meetings with a focus on maximizing cost-effectiveness and participation. A variety of informational documents were made available to the public, including Project fact sheets, Metro systemwide fact sheets (i.e., Property Acquisition, Public-Private Partnership, Rail Transit Modes, frequently asked questions), meeting notices, electronic newsletters (eblasts), and other materials.

1.9.3 Public and Agency Comment Process

Throughout the Project development process, public and agency comments have been collected through a variety of methods, including orally at in-person meetings, via the Project helpline, through the mail, via online comment forms, and via Project email. During the official scoping comment period, comments were accepted via comment cards submitted at meetings or mailed in, email, online comment form, or orally via a court reporter.

Comments regarding the Project were also made through social media or other online platforms and, when possible, the outreach team provided stakeholders with the list of approved comment methods in case they wanted their comment on the official record. Relevant comments submitted during official comment periods were incorporated into the Recirculated Draft EIR and comments were addressed by the technical team.

All comments received during the Recirculated Draft EIR public review period were compiled and responded to as part of the Recirculated Final EIR.

1.10 Draft EIR Release and Public Hearings

The Recirculated Draft EIR was released for public review for 60 days from June 30, 2022 through August 29, 2022. To inform agencies, stakeholders, and the community about the release of the Recirculated Draft EIR, a notice of availability was distributed through agencies, organizations, elected officials, and other interested parties. A newspaper notice was published in the Los Angeles Times, La Opinion (Spanish), Whittier Daily News, and Eastside Sun. In addition, Metro distributed a public mailer that included information on the release of the Recirculated Draft EIR, how to access the document, ways to provide comments, details on the community information sessions and public hearings, and how to use the new virtual interactive tool. Community pop-up events were held to provide additional information to the public surrounding the availability of the Draft EIR for review and comment. Other outreach efforts included social media postings, a second mailing, display of banners, distribution of flyers and lawn signs, distribution of a toolkit to stakeholders for spreading the information to other neighborhood and community members, slides provided to cities for posting on their cable channel, and postings on Metro’s website and news blog.

The Recirculated Draft EIR was made available online at the California State Clearinghouse website, the Metro project webpage, and StoryMap, and printed copies were made available at the seven repository sites along the corridor and at Metro Headquarters. Hard copies of the Recirculated Draft EIR were available for public review at the following locations:

- Metro Headquarters, One Gateway Plaza, Los Angeles
- East Los Angeles Library, 4837 E 3rd Street, East Los Angeles
- Commerce Public Library, 5655 Jillson Street, Commerce
- Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello
- Los Nietos County Library, 8511 Duchess Drive, Whittier
- Whittier Public Library, 7344 Washington Avenue, Whittier

The public was able to comment on the Recirculated Draft EIR at public hearings, via an online comment form, U.S. mail, and a dedicated helpline (for voice-recorded comments) for the Project. Metro conducted four public hearings – three in-person and one virtual with in-person remote viewing access at a central site along the corridor – to provide information on the Recirculated Draft EIR and receive verbal and written public comments. Metro staff was also available to informally answer questions and provide information in a workshop-type setting immediately before and after the formal public hearings. **Table 1-10** lists the public hearing meetings during the circulation of the Recirculated Draft EIR.

Table 1-10. 2022 Public Hearings for the Recirculated Draft EIR

Meeting	Date and Location	Participants	Comments
Public Hearing #1 East Los Angeles (In Person)	July 21, 2022 6 pm to 8 pm Kaiser Permanente Medical Offices (Northeast Parking Lot) 5119 Pomona Blvd, Los Angeles, CA 90022	19 attendees	7 Oral Comment 0 Comment Cards
Public Hearing #2 Montebello (In Person)	July 30, 2022 10 am to 12 pm Applied Technology Center High School 1200 W Mines Avenue, Montebello, CA 90640	32 attendees	8 Oral Comment 5 Comment Cards
Public Hearing #3 Pico Rivera and Virtual (Online)	August 11, 2022 6 pm to 8 pm Zoom Link: tinyurl.com/3k8pms7f Call-In Number: 213.338.8477 Meeting ID: 814 9183 9547	71 attendees (57 Virtual Zoom) (14 In-Person)	0 Oral Comment 1 Comment Cards
Public Hearing #4 Whittier (In Person)	August 17, 2022 6 pm to 8 pm Whittier Community Center (Gymnasium) 7630 Washington Avenue, Whittier, CA 90602	42 attendees	13 Oral Comment 2 Comment Cards
TOTAL		164 attendees	28 Oral Comment 8 Comment Cards

Source: Metro (2024). **Error! Not a valid bookmark self-reference.** lists the coordination meetings between Metro and agencies having jurisdiction.

Table 1-11. 2022 Coordination Meetings with Agencies Having Jurisdiction for the Recirculated Draft EIR

Meeting	Meeting Type	Date	Participants
Briefing with Assemblywoman Wendy Carrillo	Agency Briefings	October 31, 2023	Metro Staff Only
Meeting with FTA	Agency Briefings	October 30, 2023	Metro/AECOM Staff
Gateway Cities Council of Governments Briefing	Agency Briefings	October 4, 2023	Metro Staff Only
Gateway Cities Council of Governments Transportation Committee	Elected & City Briefings	August 3, 2022	Metro Staff Only

Source: Metro (2024).

1.11 Selection of Locally Preferred Alternative

On December 1, 2022, the Metro Board selected Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF as the LPA. Factors evaluated in selecting the LPA included consideration of the environmentally superior alternative identified in the Recirculated Draft EIR, as well as which Build Alternative had the best opportunity for federal funding opportunities relative to meeting the federal requirements for local funding commitment and the timeline of required coordination with regulatory agencies. (Alternative 1 would require extensive coordination with the California Department of Transportation [Caltrans] and the U.S. Army Corps of Engineers [USACE].)

In addition to identifying the LPA as Alternative 3 with the design options and the Montebello MSF, the Metro Board of Directors adopted a motion for continuing the CEQA process for the LPA and the full alignment with a terminus at Lambert station in Whittier (Alternative 1). The Metro Board did not advance Alternative 2 for further environmental evaluation in the Final EIR because it would only connect to the Commerce MSF, which would have a significant unavoidable impact on cultural resources and would not continue east to connect to the environmentally superior Montebello MSF option. Pursuant to the Metro Board motion, this Final EIR advances Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF.

While the Metro Board is not advancing Alternative 2 to the Final EIR, Chapter 3, Corrections and Additions, and Chapter 4, Responses to Comments, address all alternatives, design options, and MSF site options evaluated in Recirculated Draft EIR.

1.12 Release of the Final EIR

In support of the Final EIR release, public engagement will be conducted to announce this important milestone and provide updates on the anticipated next steps for Metro Board certification.

During the Final EIR release and leading up to Metro Board certification, ongoing public engagement activities and project updates will continue to be broadly available to project stakeholders in digital, physical, and in-person formats. As part of the Project's expansive public involvement efforts, existing partnerships with community-based organizations will be arranged to execute further outreach to key audiences, including youth, seniors, and other future transit riders of the Project.

An illustration of a Metro Rail train stopped at a station. The train is yellow and black with 'Metro Rail' and 'Go Metro' written on it. The station is a modern building with a red awning. People are walking and a man is riding a bicycle. The background shows trees and a blue sky. A yellow diagonal shape is on the left side of the image.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Eastside Transit Corridor Phase 2

Legistar: 2024-0190

May 2024



Metro

Recommendation

CONSIDER:

- A. **APPROVING** the Board selected full 9-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project

- B. **APPROVING** the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello

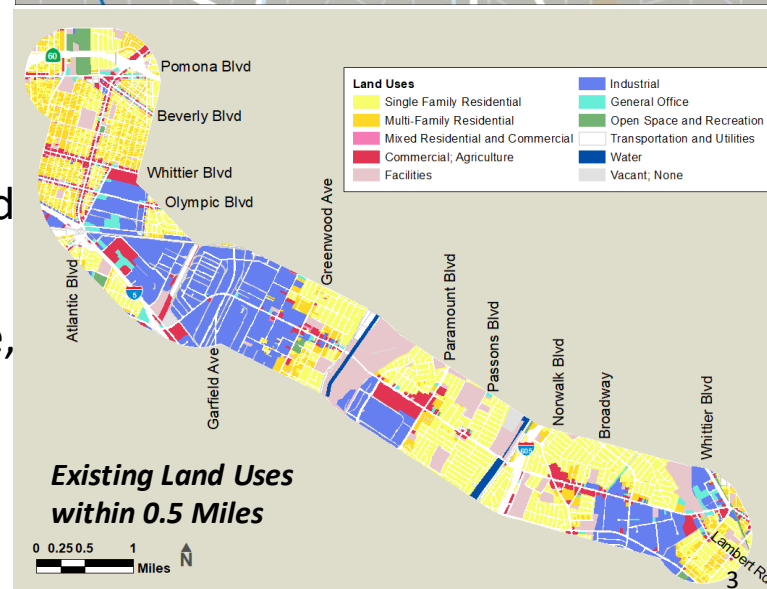
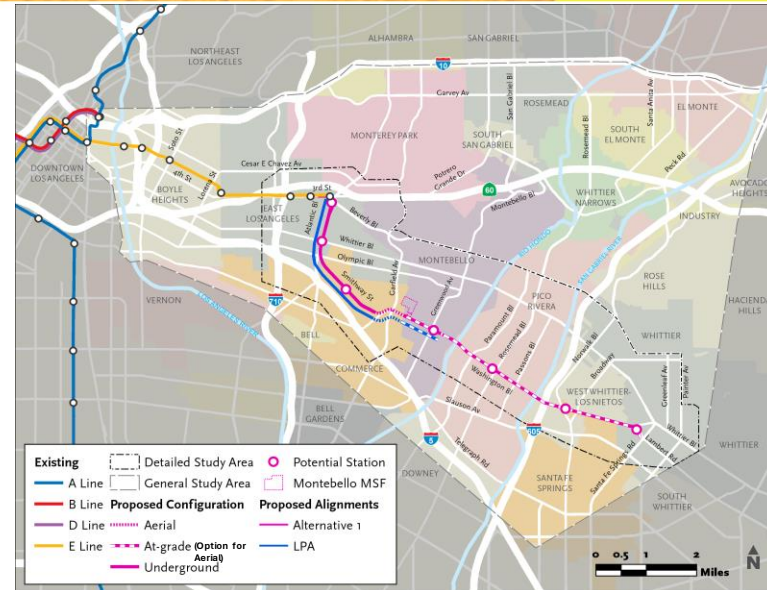
- C. **CERTIFYING**, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

- D. **ADOPTING**, in accordance with CEQA the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Program (MMRP); and

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

Purpose and Benefits

- **Study area:** 82 square miles for General Study Area, 24 square miles for Detailed Study Area
- **Transit-dependent communities:** Within ½ mile of the stations, 119,759 people from disadvantaged and/or low-income households, including 89% Hispanic/Latino groups and 15% below the federal poverty line
- **High-travel demand corridor:** By 2042, population growth by 11%, jobs by 25%, and daily person trips by 18%
- **Ease Traffic Congestion:** Project to serve 15,000 average weekday boardings, resulting in 7,700 new transit riders and 10,000 fewer vehicle miles traveled
- **Regional Connection:** Connect East Los Angeles and Gateway Cities to Downtown LA with a one-seat ride, improving access to key destinations



Eastside Transit Corridor Phase 2

9 miles (full alignment)

- 5 mile at-grade
- 1 mile aerial
- 3 miles below grade

7 LRT stations

- 4 at-grade
- 3 below grade
- 5 park & ride facilities
- 4 surface lots
- 1 existing parking structure

Major crossings

- Rio Hondo Channel
- San Gabriel River
- I-605

LRT Crossings

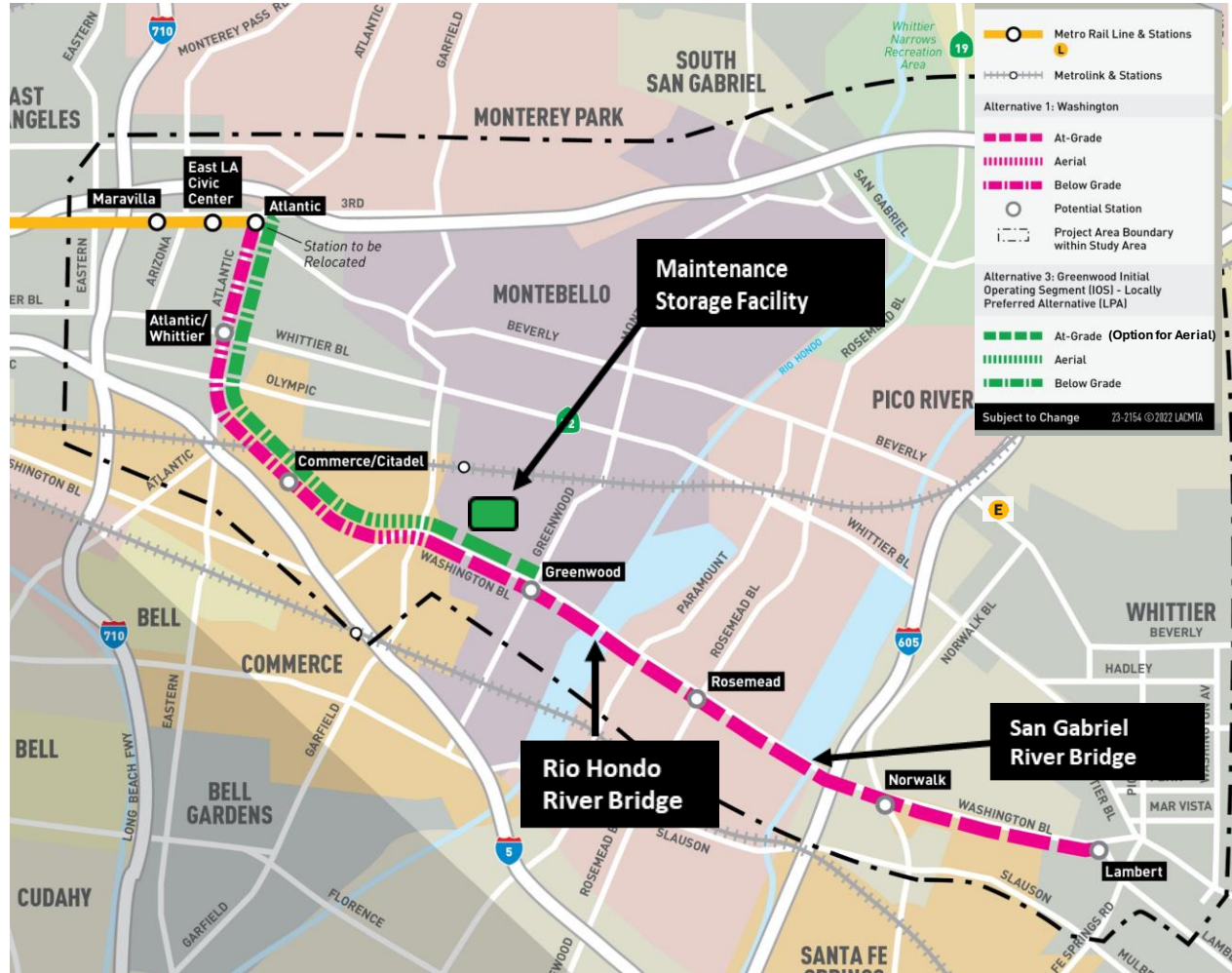
- 3 aerial grade-separations
- 14 at-grade crossings

MSF facility

- City of Montebello

TPSS

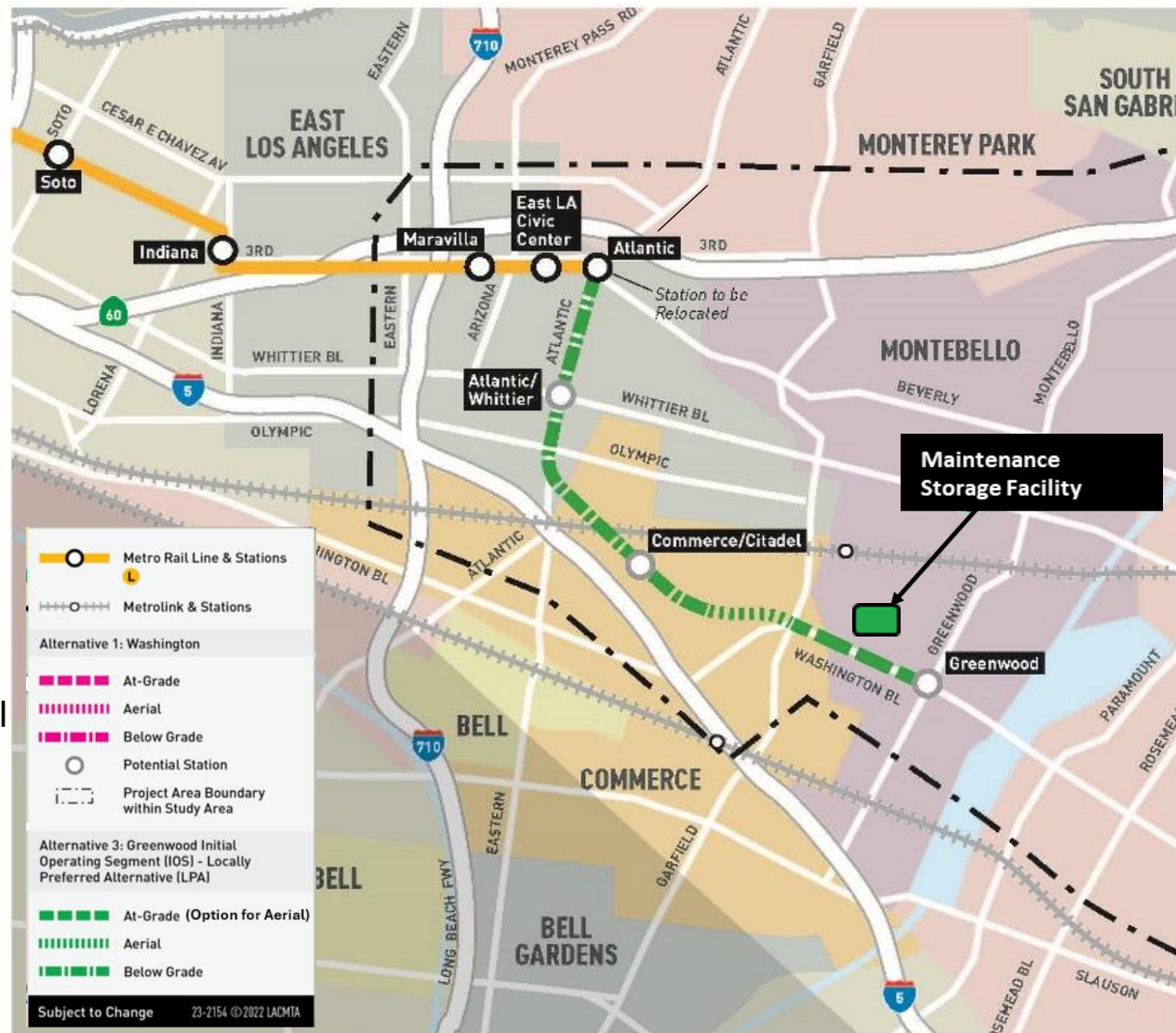
- 8 Locations



Locally Preferred Alternative (LPA)

Atlantic to Greenwood Initial Operating Segment (IOS)

- Approx. 4.6 miles (Atlantic Station to Greenwood Station)
- 4 stations, including 1 relocated open-air station, 2 underground stations, and 1 at-grade
- Stations located in Commerce, Montebello, and unincorporated Los Angeles County
- 11,000 average weekday total station boardings (2042)
- 5,857 new daily transit riders
- 1,859 transit-dependent households within ½ mile of stations



Recirculated DEIR Comments and Environmental Impacts

- **Draft EIR Comments:** 301 total comment submissions (total of 958 comments) concerning approval/disapproval of one or more of the Build Alternatives, economic and social issues, traffic and safety, construction impacts, community impacts
- **Significant and unavoidable impacts** would result from implementation of the Project
- **Selected the environmentally superior alternative:** Alternative 3 with the Montebello MSF site option, with or without the design options; with no residential displacements
- **Incorporated design refinements** for the following:
 - Aerial or at-grade yard lead track options for the Maintenance and Storage Facility located in the City of Montebello, and
 - Additional interlockings to meet the Metro Rail Design Criteria (MRDC) for revenue services and safety standards for rail operations and maintenance
- **Prepared a Mitigation Monitoring and Reporting Program (MMRP)**
 - With mitigation, the Project will result in significant unavoidable impacts on Paleontological Resources
- **Project benefits outweigh and override the significant and unavoidable impacts**

FEIR Community Outreach and Next Steps

Final EIR and Notice of Availability (NOA) released on April 26, 2024

- NOA mailed to agencies & organizations (111), affected property owners (237), and Draft EIR commenters (101)
- Final EIR available at library locations throughout project corridor
- Legal notices in local newspapers (LA Times, LA Opinion, Whitter Daily News)
- Eblasts to over 2,400 stakeholders and SMS (texts) to over 130 stakeholders
- Notices (door-to-door) to 45,000 properties along project corridor
- 24,000 notices mailed to stakeholders and elected officials
- 5,000 fliers for community events

Next Steps

- File a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse for the Final EIR document
- Coordinate with FTA to reinitiate the NEPA process by Summer 2024



Board Report

File #: 2023-0617, File Type: Contract

Agenda Number:

REVISÉ
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 15, 2024
OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
MAY 16, 2024

SUBJECT: TAP PLUS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;
- B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025 to December 31, 2028; and,
- C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed \$6.5 million for software development and/or integration to implement open payment and account-based functionality.
- D. AMEND the FY25 Budget by \$33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.

ISSUE

The current TAP fare payment system requires an upgrade to expand its capabilities to meet the features available at transit systems around the country and the world v. Proposed improvements include acceptance of credit and debit cards as payment on buses and at rail stations, as well as a new account-based system that makes it easier for current and new customers to sign up for and use the TAP system and make it easier for riders to access reduced and free fares (e.g., GoPass and the

LIFE program).

BACKGROUND

Los Angeles County's regional TAP system is one of the largest smartcard transit fare collection systems in the world, serving the region's customers each year. The TAP system makes it easy for customers to travel seamlessly across the county's municipal transit operators, in addition to Access Services, Metrolink, Metro Bike Share, and Metro Micro, through a unified fare collection system.

The current TAP system is flexible and enables many features for Metro, the 27 transit operators, and customers, such as:

- Management of a complex regional fare table, with over 700 fare products
- Facilitation of interagency transfers
- Implementation of reduced fares, discounted pass products and fare capping on Metro
- Offer free fares for LIFE and GoPass
- Availability of mobile payment options including a mobile app and Apple Wallet
-

TAP fare products (tap cards) can be purchased at over 1,500 locations throughout Los Angeles County including Los Angeles County Libraries, online at *taptogo.net*, and 545 TAP Vending Machines (TVM) in operation at 143 locations, and aboard buses. TAP is accepted or considered valid fare media on 27 agencies across LA County, listed below:

1. Angels Flight
2. Antelope Valley Transit Authority
3. Baldwin Park Transit
4. BurbankBus
5. Carson Circuit Transit System
6. City of Monterey Park Spirit Bus
7. Compton Renaissance Transit Systems
8. Culver CityBus
9. Foothill Transit
10. Glendale Beeline
11. Glendora Transit
12. City of Gardena, GTrans
13. Huntington Park Transit
14. LA County Department of Public Works
15. LADOT Transit
16. Lawndale Beat
17. LAX FlyAway (LAWA)
18. Long Beach Transit
19. Metro
20. Montebello Bus Lines
21. Norwalk Transit System

- 22. Palos Verdes Peninsula Transit Authority
- 23. Pasadena Transit
- 24. Redondo Beach Cities Transit
- 25. Santa Clarita Transit
- 26. Santa Monica Big Blue Bus
- 27. Torrance Transit

However, the system needs to be upgraded to meet and exceed customer expectations.

For example, many transit systems already accept credit and debit card payment when boarding, reducing a barrier to trial for new or infrequent riders, as well as visitors from other parts of the country or the world. The addition of open payments would address this issue.

LIFE customers who prefer not to use the mobile app, website, or retail locations now must call the TAP Call Center each month to access their 20 free rides. The GoPass program also requires customers to input a code to load a pass and pick it up at the reader before they can use it. The addition of an account-based system would address these issues that make benefits less accessible to our most vulnerable customers.

TAP must upgrade its capabilities to improve accessibility to the correct fare payment plans, so customer expectations are satisfied and ensure broad access to free and reduced fares.

DISCUSSION

TAP Plus Software Enhancements and New Equipment

Metro's payment technology is trailing behind when compared to those of leading agencies across the world. Improvements such as contactless open payment and account-based systems, cater to both the needs of local customers and those of visitors and residents who will be attending, working, or participating in the World Cup, Super Bowl, Olympic and Paralympic Games - as well as mega sporting and entertainment events that occur every day in Los Angeles. To meet customers' expectations and make it easier to attract new riders, Metro must offer the features that are commonplace today, which requires the purchase of new equipment such as new bus validators and gate readers.

Open Payment

Open payment will allow customers and visitors to use the same contactless credit/debit card or mobile wallet they use for everyday purchases to tap and ride on Metro and all the other TAP participating transit agencies. By simply tapping a bank card or mobile wallet on the TAP reader, fare payment transactions will be generated and secured via upgraded readers and system software in conformance with Europay, MasterCard, Visa (EMV), and Payment Card Industry (PCI) standards governing contactless open payment transactions.

Account-Based System

An account-based system is a hub where customers' fare products, transaction history, and rider class are stored and managed securely in a cloud-hosted back office. The new architecture will simplify payment not only for transit, but for other mobility services such as bike share, parking, multiple microtransit services, and others.

An account-based system allows customers the flexibility to load and use their fare products in real time. This change expands the range of payment options that customers may add to their accounts, including contactless smart (TAP) cards, encrypted barcodes, contactless credit and debit cards, PayPal, and PayNearMe.

An account-based system is required to support the following:

- Open payment and the use of credit/debit cards for Reduced Fares (Seniors, Persons with Disabilities, Students)
- Real-time delivery of discounted fare products for LIFE & GoPass
- Ability for customers to set automatic reloads of Stored Value or other transit passes
- Payment for third-party mobility partners, such as Bike Share, Metro Micro, and scooters
- Event ticketing integration

The TAP system currently receives about 25,000 online fare purchase requests a day. Metro's current system capacity is about 27,000 per day and often this is exceeded. This requires constant monitoring to ensure customers get the passes they order. With the proposed account-based system, Metro will be able to store an infinite number of pass orders.

Integrated Ticketing for Major Sports and Entertainment Events and Metrolink

With the FIFA World Cup 2026, Super Bowl 2027, and the Olympics 2028 on the horizon, Los Angeles is set to be in the global spotlight. These events are not just opportunities to showcase the region's vibrant culture and spirit but also pivotal moments for LA Metro to redefine urban mobility. Recognizing this, it is imperative to ensure connectivity with major event venues and the TAP system, ensuring a seamless experience for attendees traveling to and from major event venues.

Integrated event ticketing will be a powerful incentive for customers to shift from driving to taking transit to events. Transit fare options will be included in the event ticket purchase process, and customers will be guided to choose transit as their preferred mode of travel.

In preparation for these major events, Metro is already taking proactive steps through a U.S. Department of Transportation SMART Grant pilot by working with the LA Philharmonic's (LA Phil) Hollywood Bowl Summer Music Program to test integrated ticketing. Hollywood Bowl customers will have an option to purchase a GoMetro Round-Trip Pass QR code in the LA Phil app or on the website.

Barcode scanning is currently available only on Metro Rail on the B/C Line in partnership with Metrolink and its barcode vendor. To ensure regional event ticketing integration, TAP Plus includes the purchase of enhanced validators equipped with barcode scanners for rail stations. Validators for

buses have already been purchased and installation is in progress, with a completion date by early 2025.

Benefits to Customers

TAP Plus comes with numerous enhancements to the customer experience.

- Customers will be able to pay fares with contactless credit and debit cards (including mobile wallet) directly on the bus and at rail stations throughout LA County. Customers using contactless credit/debit cards or mobile wallets will also automatically benefit from Metro's fare capping program without having to purchase a TAP card or load one on their mobile wallet.
- Customers will be able to manage their own accounts to instantly reload fares, transfer funds from one card to another, or easily add eligible special discounts or free fares, without having to visit a Metro Customer Center or TAP machine, or call the Metro call center.
- Customers attending special events will benefit from an integrated ticket solution providing convenient transit options, making their journey hassle-free and more efficient.
- LIFE and GoPass customers will have quicker access to free and discounted fares with account-based processing.
- TAP will recognize Electronic Benefits Transfer (EBT) at TAP Vending Machines, which will enable qualified customers to purchase free and discounted fares faster.
- TAP Plus would facilitate the potential merger of Metro's customer-facing mobile applications, as it enables customers to pay for various services using the same fare payment.
-

New Equipment

The Board recently approved the purchase of new state-of-the-art Bus Mobile Validator (BMV) devices for Metro and TAP participating transit operators, including Metro Micro, municipal transit stores, and for special events. These devices are currently being installed on Metro and installation on municipal buses will be completed by early 2025.

The TAP Plus project includes the next generation of TAP card readers and new station validators. All fare equipment will accept TAP, barcode and credit/debit card payment. Below are brief descriptions of each equipment type (quantities include spares, devices for TAP lab testing, etc.).

- **Validator:** 4,520 new BMVs equipped with QR code scanners, larger display, and enhanced audible alerts
- **Station Validator:** 328 validators will replace current validators with QR code scanners, ADA compliant Braille, along with a larger, enhanced display and audible alerts
- **Gate:** 603 existing Metro Rail gates will be modernized with QR code scanners
- **TAP Vending Machine (TVM):** 684 TVMs, including TVMs in operations, TAP Lab, spares, and in storage in support of new Rail projects, will be upgraded with a new ADA pin pad and DIP reader (Document Insertion Processor)

Retail Point-of-Sale Device and the Fare Inspection Device

To reduce costs, the Retail Point-of-Sale (RPOS) device and the fare inspection device are not included in TAP Plus. TAP will work with System Security and Law Enforcement (SSLE) for the development of the fare inspection application and purchase of off-the-shelf devices through a competitive procurement process.

Cloud-Hosted Back Office

In addition to upgrading customer-facing fare collection equipment, TAP Plus will deliver a scalable, cloud-hosted back office that will integrate with mobility partners such as Bike Share, Metro Micro and other services. This means customers can conveniently use the same payment method across various transportation options.

Benefits to 27 TAP Partner Agencies

TAP Plus enhancements will benefit TAP partner agencies by upgrading their onboard BMVs to accept existing TAP cards, interagency transfers on TAP, open payment cards, account-based cards, regional fare capping and barcode ticketing at no additional cost.

Implementation Schedule

In Phase 1 of the upgrade, the contractor will launch open payment in early 2026 in time for the World Cup Games. Phase 2 will include the launch of the account-based system by the Fall of 2026, well before the Super Bowl and Olympic Games (Attachment A). This timing will allow Metro to stress test systems during significant sporting events so we can be sure they are ready to support the millions of customers we will see during the Olympic and Paralympic Games.

Guarantees and Warrantees

Maintaining the schedule is crucial to ensure key features are delivered in time for the World Cup in 2026. The agreement specifies penalties for failing to meet important milestone dates, \$10,000 per day for each day key milestone dates are missed. These penalties will recur daily until a maximum of \$700,000 is reached.

New hardware purchased under the terms of the agreement will include a one-year warranty. After the one-year warranty expires, the hardware will be added to the support services agreement for continuous coverage.

Extending the TAP System Support Services Agreement and Cost Analysis

The current TAP System Support Services Agreement was approved in 2019 for a period of five and a half (5.5) years and will expire on December 31, 2024. As part of this report, staff recommends extending the agreement for an additional four (4) years to ensure continuity of service for the World Cup in 2026, the Superbowl in 2027 and the Olympics in 2028.

Metro currently spends about \$16.8 million per year on maintenance of the TAP system, across the 27 TAP partner agencies. In comparison, the new four-year agreement will include support of all current and proposed hardware and software for about \$19.7 million per year. This represents an annual increase of \$2.9 million to cover enhancements and moving current tasks from Metro to the contractor, outlined below.

Support Services Agreement	(\$ in millions)
Adding Open payment & account-based Back Office	\$ 1.14
Transition data storage from Metro servers to cloud-hosting	\$ 1.16
Shift responsibility from Metro to contractor for complying to Payment Card Industry, or PCI, standards	\$ 0.10
Move the TAP mobile app's fee-based service to a flat rate	\$ 0.50
Total	\$ 2.90

The enhancements and transitioning of services amount to \$11.5 million over four years from the previous Support Services Agreement.

Service Level Agreements

Service Level Agreements (SLAs), or Key Performance Indicators (KPIs), are built into the support service agreement with defined availability and performance levels to be achieved for each service such as 24/7 help desk, the TAP app, cloud-hosting service, fare inspection app, and deployed equipment and devices on bus and rail to ensure optimal performance during peak and non-peak hours. The SLAs are designed to incentivize the contractor to deliver excellent performance, while also imposing penalties for failing to meet the SLAs. The SLAs will be carried forward to the extended TAP System Support Services contract. When SLAs are not met, the contractor will be penalized with abatement fees.

Their current performance level has been at 97.96% over the past five years.

DETERMINATION OF SAFETY IMPACT

No adverse safety impacts are anticipated from upgrading the current fare collection system with enhancements and features from TAP Plus.

FINANCIAL IMPACT

TAP Plus

The cost for the TAP Plus upgrade is \$66,423,946. This includes a full system upgrade and integration and moves the TAP's legacy card-based environment to an account-based, open payment-enabled solution.

Metro continues to work with credit card companies to provide funding to support TAP Plus and

negotiate favorable transaction rates to reduce costs.

Upon Board approval, funding for the TAP Plus project will be amended into the FY25 budget. Since this will be a multi-year effort, the Senior Executive Officer of TAP and Project Manager will be responsible for budgeting costs in future years, based on the annual cashflow needs.

TAP System Support Services

Separately, the cost for the TAP System Support Services Agreement will be \$78,883,737 over four years for field services, security/PCI administration, licenses, and cloud-hosting services. Budget for the first year for support services is included in the proposed FY25 budget under cost center 5440, in the Revenue Collection Department for contracted maintenance services. Since this is a multi-year contract, the cost center manager and Senior Executive Officer of TAP will be responsible for budgeting funding needs in future years.

The funding source for the TAP Support Services Agreement will be Proposition C 40%. These funds are eligible for Metro, regional bus, rail operations and capital improvements.

Potential Long-Term Savings

As customers transition to open payment, there is a potential savings of \$5 million to \$10 million, representing a 10% to 20% reduction in the number of operational TVMs. The reduction of operational TVMs can be re-deployed to new rail lines to support rail expansion projects. Other savings may be realized through a decrease in the number of TAP cards procured, up to 29% of credit or debit card transactions at TVMs may potentially transition directly to open payment at fare gates or validators on Metro Rail.

EQUITY PLATFORM

TAP upgrades such as instant qualifications for low-income and reduced fare customers are designed to benefit low-income households, which make up the significant majority of Metro's ridership. With an account-based platform, eligible customers with an Electronic Benefit Transfer (EBT) Card or proper identification could potentially qualify instantly at rail stations for reduced fares, without having to wait for the processing time to enjoy reduced Metro fares.

Throughout 2022, TAP use increased by approximately 8% on Metro Bus and Rail. This increase may be attributed to increases in LIFE and GoPass registrations, facilitated by the simplified enrollment process on TAP. With the introduction of instant qualification through the proposed TAP upgrades, staff hopes to see a projected increase in TAP usage of at least 8-10% to at least match that of 2022.

Cash-paying customers or customers without internet access or smartphones will still be able to use the Metro system as they currently do today. The existing fare payment methods or amenities will remain unchanged with the TAP upgrades. Metro will continue to identify inclusive strategies to reach cash-paying customers to facilitate TAP benefits for these riders; for example, a Metro-issued transit debit card could be made available to increase their access.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations are in accordance with the following goals:

1. Strategic Plan Goal #1: Provide high quality mobility options that enable people to spend less time traveling as part of an effort to manage transportation demand through fair and equitable pricing structures.
2. Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system by improving legibility, ease of use, and trip information on the transit system.

2.2: Metro is committed to improving legibility, ease of use, and trip information on the transit system.

ALTERNATIVES CONSIDERED

The Board could decide not to amend the Cubic contract and issue a new Request for Proposal (RFP) for an open payment and account-based system and to maintain TAP equipment. Staff does not recommend this, considering the complexity of the TAP system and the demands on software and equipment integration. Specifically,

- RFP and new software and equipment implementation would not be ready in time for the FIFA World Cup in 2026 or the Olympic Games in 2028, which are opportunities to stress test the new systems in advance of the Olympic and Paralympic Games.
- At a minimum, all transit agencies on TAP, including Metro, would have to replace the TAP bus mobile validator/readers. New BMVs were procured very recently. Secondly, the new vendor would have to integrate with each agency's Computer-Aided Dispatch and Automatic Vehicle Location, also known as CAD/AVL.
- A new vendor may require replacing all current equipment (could involve replacing gates, station validators, bus fareboxes, bus mobile validators and TVMs). This is cost-prohibitive (\$750 million to \$2 billion).
- A new vendor must take over maintenance and upgrades to current gates, validators, and bus fareboxes, requiring Cubic and the new vendor to work together to integrate the new vendor's software and readers with the current equipment. This will be extremely difficult to coordinate resulting in integration delays.

The cost of TAP Plus is reasonable because it not only upgrades Metro to meet the standards of other transit agencies across the country and the world but will also enhance the fare collection systems of 26 other agencies. This represents 4,400 buses, 101 Metro Rail stations, and over 12,000 Metro Bus stops. On average, the capital costs for each agency would be around \$2.5 million, and the support services agreement would amount to approximately \$0.84 million per year per agency. By comparison, Minneapolis' transit agency has a fleet size of 900 buses and two light rail lines and recently awarded a contract for \$37 million. San Francisco awarded a contract for \$394 million, Chicago for \$320 million, and New York for \$554 million. This upgrade would also support the agency's goals and work underway investigating the possibility of merging Metro's mobile applications to improve the customer experience.

Further, FTA Circular 4220.1.f allows Metro to make a change to a contract when justified. The Circular also allows Metro to issue a contract modification when patent or data rights restrictions preclude competition. The TAP software upgrade is developed and engineered by the current vendor, so it is proprietary and intellectual property. V/CM reviewed the scope of work and determined the recommendation is justified as a contract modification.

Staff considered two alternatives to TAP Plus.

1. Continue with the current TAP mobile/card-based system while adding open payment. The estimated cost would be about \$46 million. This option would not include the account-based system that would be of particular benefit to our most vulnerable customers. This does not address the limit on the number of daily autoloading requests, continues delays in loading LIFE and GoPass fares and does not offer reduced fares for credit and debit card use. At a minimum, integrated event ticketing could be done in partnership with Metrolink's barcode ticketing vendor and with some software programming from Metro's vendor for an additional cost. This alternative does not include cloud-hosting, so it necessitates the replacement of in-house servers at a cost of about \$4 million.
2. Continue with the current TAP mobile/card-based system while launching a robust marketing campaign to encourage customers to transition to the TAP mobile app prior to the World Cup, Superbowl and Olympic Games. Customers could use their credit or debit cards to purchase fares using a virtual TAP card on their mobile phones (in use now). At a minimum, integrated event ticketing could be done in partnership with Metrolink's barcode ticketing vendor and with some software programming from Metro's vendor for an additional cost. However, this would not support the agency's goals and work underway investigating integrating Metro's various mobile applications to improve the customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute the contracts and/or contract modifications to implement TAP Plus and to extend the TAP System Support Services for a period of four (4) years through December 31, 2028. Staff will provide periodic updates as to progress.

ATTACHMENTS

- Attachment A - Tentative Timeline on Customer Benefits
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary
- Attachment E - Frequently Asked Questions

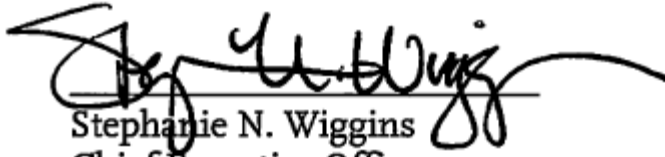
Prepared by: David Sutton, Senior Executive Officer, Finance, (213) 922-5633
Manish Chaudhari, Senior Executive Officer, Finance, (213) 922-2097

File #: 2023-0617, **File Type:** Contract

Agenda Number:

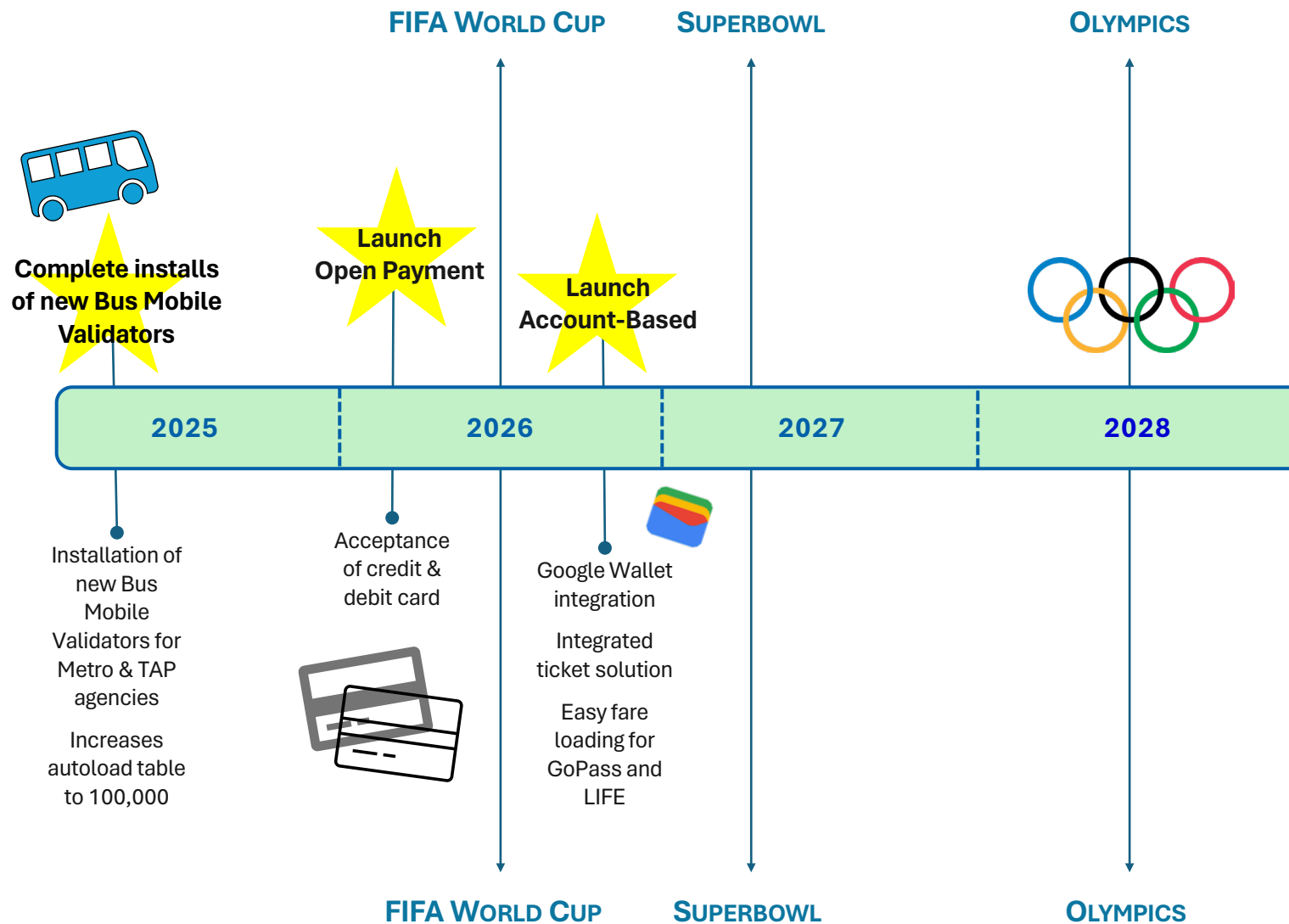
Tisha Bruce, Executive Officer, Finance, (213) 922-7621

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

Tentative Timeline for Customer Benefits



PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000

1.	Contract Number: OP02461010001 / OP02461010MAINT000		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Contract No. OP02461010001, Mod No. 176 - TAP 2.0 System Upgrade to open payment and account-based functionality and expand its capabilities to improve customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies. Contract No. OP02461010MAINT000, Mod No. 155.02 – to support the current fare collection system as well as the upgrade to extend the period of performance through December 31, 2028.		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: 5/7/24		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/28/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$333,575,331
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): Mod No. 176: \$66,423,946 Mod No. 155.02: \$78,883,737
	Current Est. Complete Date:	12/31/2028	Current Contract Value (with this action): \$562,886,458
7.	Contract Administrator: Amy Chi		Telephone Number: (213) 922-2278
8.	Project Manager: Tisha Bruce Mauro Artega		Telephone Number: (213) 922-7621 (213) 922-2953

A. Procurement Background

This Board action is to approve Contract Modification No. 176 for the TAP Plus upgrade and modernization of the aging fare collection system with a cloud hosted back-end system. This upgrade will enable open payment and account-based processing that will enhance security, prepare for new payment technologies, simplify regional fares and requirements to ensure that all our customers experience a convenient, reliable, and user-friendly barrier free fare payment system.

This Board action is also to approve Contract Modification No. 155.02 issued to extend the Support Services Contract (OP02461010MAINT000) through December 31, 2028, in order to maintain continuous support of the Universal Fare Collection System. The current System Support Services is scheduled to expire December 31, 2024, and continuation is critical in order to operate and maintain the integrated fare collection system to ensure uninterrupted sales, access, and system management of the fare gates and Ticket Vending Machines (TVMs). The modification will ensure that the deployed equipment and back office are operating at optimal levels to support the expected influx of tourists visiting Los Angeles for the World Cup in 2026, the Superbowl game in 2027 and the Olympics in 2028.

These two Contract Modifications will be processed in accordance with Metro’s Acquisition Policy and the contract type is firm fixed price.

On February 28, 2002, Contract No. OP02461010001 was awarded by Metro’s Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system and on-going system support to serve Metro’s public transit customers. Cubic developed and maintained the NextFare software application and related databases which is the core technology managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices including BMVs which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide and maintain the necessary upgrades of the software and hardware.

Please refer to Attachment C – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, independent cost estimate (ICE) and negotiations.

Mod No.	Proposal Amount	Metro ICE	Recommended Amount
176	\$68,405,432	\$67,073,317	\$66,423,946
155.02	\$96,726,917	\$78,857,438	\$78,883,737

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844.00
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858.00
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476.00
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	(\$35,252.00)
19	Variable Message Sign	Approved	2/19/2004	\$243,828.00
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00

21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000.00
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629.00
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485.00
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335.00
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	(\$31,621.00)
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	(\$111,704.00)
27	Farebox Rotation	Approved	1/4/2005	\$74,967.00
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722.00
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521.00
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560.00
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480.00
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105.00
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634.00
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	(\$33,116.00)
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084.00
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000.00
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204.00
41	(Not Used)			
42	(Not Used)			

43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	(\$162,628.00)
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916.00
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	(\$1,157,850.00)
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787.00
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000.00
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542.00
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905.00
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719.00
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	(\$30,173.00)
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184.00
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091.00
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170.00
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842.00
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704.00
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040.00
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246.00
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186.00

60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000.00
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167.00
63	System Support Services	Approved	6/8/2010	\$33,988,558.00
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631.00
63.02	SSS, Orange Line Credits	Approved	3/22/2013	(\$58,243.00)
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263.00
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658.00
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077.00
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905.00
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476.00
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	(\$677,631.00)
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	(\$10,982.00)
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031.00
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844.00
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658.00
71	Concession Light Functionality	Approved	6/30/2010	\$96,726.00
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024.00
74	Contract Services Relocation	Approved	11/1/2010	\$33,854.00
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795.00
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209.00
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097.00

78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204.00
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911.00
80	7 Byte UID Support	Approved	4/20/2011	\$362,069.00
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004.00
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531.00
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492.00
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680.00
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188.00
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184.00
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909.00
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677.00
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592.00
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	(\$20,622.00)
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483.00
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000.00
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749.00
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/2016	\$838,211.00

95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129.00
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611.00
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392.00
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145.00
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883.00
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113.00
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940.00
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905.00
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753.00
104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000.00
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632.00
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869.00
107	Passback Modification	Approved	2/18/2014	\$70,301.00
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319.00
109	Service Provider Support	Approved	6/14/2014	\$66,777.00
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707.00
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634.00
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000.00
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815.00
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756.00
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200.00
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488.00
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882.00

117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598.00
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964.00
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952.00
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0.00
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0.00
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143.00
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068.00
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648.00
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735.00
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073.00
127	Metro Network Assistance	Approved	5/12/2015	\$48,758.00
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401.00
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401.00
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593.00
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983.00
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	(\$66,777.00)
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970.00
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666.00
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0.00

136	Relocation of TVMs at MGL Artesia Station	Pending		\$0.00
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671.00
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000.00
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/2016	\$480,000.00
140	54 TVMs, purchase and insctall	Approved	4/14/2016	\$5,194,834.00
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/2017	\$14,578.00
143	Reduction in monthly PM services	Approved	5/8/2017	(\$404,550.00)
144	20 BMV Install Kits	Approved	5/8/2017	\$10,310.00
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/2017	\$0.00
146	TVM Screen Flow Phase 2	Approved	6/30/2017	\$475,000.00
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/2017	\$0.00
148	405 BMVs and 480 Install Kits	Approved	11/20/2017	\$990,059.00
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997.00
150	CPA Change to Include Terminal ID	Approved	10/18/2017	\$45,487.00
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556.00
151.01	Revisions to CN/Mod for Regional Connector Claim	Approved	3/28/2022	\$42,148.00
151.02	Storage Period Adjustment for Regional Connector Project (No-Cost)	Approved	2/7/2023	-
151.03	Not Used	-	-	-

151.04	Additional Cost for out-of-scope work – Regional Connector Project	Approved	3/28/2023	\$19,523.79
152	TAP System Patching	Approved	4/4/2018	\$165,337.00
153	Network Back Office Configuration	Approved	4/12/2018	\$37,222.00
154	TAP System Wide Upgrades	Approved	6/28/2018	\$22,104,750.00
155	TAP System Support Services	Approved	4/25/2019	\$68,220,642.00
155.01	Maintenance of CLAX/Regional Connector	Approved	9/22/2022	\$1,054,539.00
155.02	TAP 2.0 System Maintenance Support Services	Pending	Pending	\$78,883,737.00
156	Latitude/Longitude to A102 Reports	Approved	6/29/2018	\$14,994.00
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/2018	\$2,622,560.00
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281.00
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680.00
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647.00
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860.00
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591.00
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756.00
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667.00
165	Replacement of BMVs for All Door Boarding	Approved	2/24/2022	\$9,545,440.00
165.01	Bus Mobile Validators (BMVs) for TAP Municipal Operators & Micro Transit services	Approved	7/27/2023	\$4,032,850.00
166	LIFE Fare Capping for Regular Cards	Approved	4/6/2022	\$149,888.00
168	Non-RMP Changes & Promo Card Enhancements	Approved	6/23/2022	\$387,000.00
169	QRadar License Renewal	Approved	6/30/2022	\$90,055.00
170	UFS Equipment for AMC/96 th St Station	Approved	9/20/2022	\$3,660,472.00

171	Fare Capping Phased Approach	Approved	2/14/2023	\$274,940.00
172	Rolling Weekly (7-Day) Pass	Approved	3/8/2023	\$1,255,979.00
173	TAP Core Server & TVM Upgrade Project	Approved	6/22/2023	\$12,364,519.00
174	TAP System Enhancements	Approved	6/27/2023	\$481,116.00
175	UFS Equipment for PLE/Gold Line /WRP	Approved	3/28/2024	\$10,394,406.00
176	TAP 2.0 System Upgrade	Pending	Pending	\$66,423,946.00
	Modification Total:			\$478,883,013.79
	Original Contract:		2/28/2002	\$84,003,444.00
	Total:			\$562,886,457.79

DEOD SUMMARY

**UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000**

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 90% complete and the current DBE participation is 6.43%, exceeding the commitment by 0.78%.

<u>Subcontractor Name</u>	<u>Ethnicity</u>	<u>% Commitment</u>	<u>% Current Participation</u>
American Alloy Fabrication	Caucasian Female	0.25%	0.25%
Lows Enterprise, Inc.	Black American	0.13%	0.03%
TechProse	Caucasian Female	0.41%	0.05%
Robnett Electrical	Black American	2.53%	5.78%
Priority Manufacturing	Caucasian Female	0.93%	0.03%
J-Tec Metal Products	Hispanic American	0.13%	0.03%
KLI, Inc.	Asian-Pacific American	0.25%	0.07%
Kormex Metal Craft	Asian-Pacific American	1.02%	0.19%
	TOTAL	5.65%	6.43%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR),

California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

Item #14 - TAP Plus

Frequently Asked Questions (FAQ)

OPEN PAYMENT/ACCOUNT-BASED

Q 1. Are there opportunities for interoperability with other vendors and products, including third party QR codes?

- Yes. TAP Plus can offer integration of third-party QR codes such as AMTRAK, Metrolink, LOSSAN, and LA28 for seamless travel and special events. TAP Plus can offer connections with social services (DPSS, EBT, SNAP, Cal-Fresh) and third-party mobility services (scooters, ride-hailing, parking, EV charging).
- Further, the legacy back office system (Cubic) is currently connected to various third-party devices and services contracted by Metro, including Salesforce, PAX (Point of Sale devices), Masabi QR readers (Metrolink rail gates), Genfare (Farebox), Getac (DCC), Xerox (CAD/AVL system), Qikcell (4G Router), Palo Alto (Routers), IBM servers, Verizon and T-Mobile, Axiom (fare enforcement app, citation and validation for parking), APIs for Metro Parking and Bikeshare, InComm (Retail TAP cards), and Oracle (database).
- Integrated event ticketing has been launched, connecting Masabi, Metro, and Cubic. Currently, QR code readers are only at rail stations, while buses use flash passes. Plans are underway to expand QR code readers across the entire system under the TAP Plus proposal, allowing for QR code fare validation across Metro and 26 transit agencies. Each agency can utilize unique QR codes for city events.

Q 2. Will the vendor use open-source software for this development?

Open-source software is computer software that allows anyone to use, study, change and distribute it for any purpose. The vendor will use open-source software where possible and has a similar agreement with NY MTA. Open-source software is required in this proposed amendment.

Specifically, under the TAP Plus proposal, the fare collection system combines commercial off-the-shelf (COTS) solutions, open-source software, and proprietary elements.

Q 3. How will Metro ensure customers are involved throughout the process?

There are two ways customers will be involved in the Tap Plus development and rollout: market research through surveys and focus groups and user experience testing. Customers include riders from Metro and 26 Muni agencies, LIFE and GoPass participants, Seniors and Persons with Disabilities, and community members. In the Summer of 2024, TAP will create and disseminate a customer survey to assist staff in the customer interface of open payment and the account-based system. This survey would be followed by focus groups comprised of members of the public to gather supplemental feedback to aid in TAP Plus development. These efforts will ensure customers have input and that the development of TAP Plus is aligned with their needs and expectations.

Additionally, a core group of customers will perform thorough testing and feedback to assess the customer experience and usability of each new feature. In Spring 2025, TAP will begin with outreach efforts to organize and recruit core group testers. Testing will begin on open payment in the Summer of 2025 and will continue through

implementation in the Spring of 2026. In Fall 2026, account-based testing will begin and continue through implementation in Winter 2026/2027.

Q 4. What are Metro's plans for the mobile app consolidation, and how does that integrate with this upgrade?

TAP Plus is flexible and designed to integrate with third-party vendors. Metro's mobile app vision is to provide a consistent, accurate, and intuitive experience for customers to pay, plan, report and communicate across services. The Mobile App Working Group is preparing an RFP, with a final recommendation expected in late 2024.

PROCUREMENT/VENDOR

Q 5. Why is Metro issuing a change notice to the current contractor and not an RFP?

There are four primary reasons for continuing with the current vendor:

1. Complexity of the system: TAP serves 27 transit agencies, manages over 700 fare product variations, the TAP mobile app, website, and 1,500 TAP retail vendors. This requires a vendor that has experience with large agencies like New York, Chicago, San Francisco, and Boston.
2. Timeline: To meet the expectations of customers who will descend on Los Angeles with the World Cup, Super Bowl, and Olympic Games, Metro needs to get started immediately. Open payment will be delivered before the 2026 World Cup and by early 2027 the account-based system will be completed. This timeline would not be possible if Metro undertook a new procurement.
3. Leveraging Metro's current investment: Metro has millions of dollars invested in the current system. This includes 550 TAP Vending Machines, 4,000 fareboxes across 26 operators, 931 rail gates and station validators, etc. This equipment is proprietary, and although Metro might be able to find a vendor that would be willing to work with the current vendor to switch over, it would be far more expensive, would require the replacement of all readers at a minimum, and may not be ready in time to support the World Cup, Super Bowl, Olympic Games.
4. Cost: Metro estimates that the cost of going with another vendor ranges from \$750 million to integrate current equipment to \$2 billion to purchase all new equipment. Estimates are based on what San Francisco, Chicago, Boston, and New York are paying to upgrade or replace their systems.

Q 6. Why does Metro want to meet the deadline for the 2026 World Cup rather than the 2028 Olympics?

This timing will allow Metro to stress test systems during significant sporting events to ensure they are ready to support the expected millions of customers during the Olympic and Paralympic Games.

Q 7. What remedies does Metro have if the vendor is late with the project schedule or does not perform?

Metro may withhold 10% retention from each invoice until a total of 50% of the contract modification value has been billed. The retention withheld will not be released until Metro is satisfied with the delivery of the project. This amount could be as much as \$33.5 million.

Item #14 - TAP Plus

Metro can also assess liquidated damages for missing milestones and completion dates subject to an 8% maximum monetary penalty. This could amount to as much as \$5.36 million in fines.

The vendor will face penalties of \$10,000 per day for each milestone, with a maximum of \$700,000. This is an enhancement to the current agreement.

Additionally, Metro can Termination for Convenience without cause at any time, in whole or in part, as determined by the MTA in its sole discretion or Terminate for Default if the vendor fails to perform any material work or provide any system component within the schedule specified in the contract.

Q 8. Where has Cubic successfully launched open payment systems?

The vendor successfully launched open payment in the following other cities:

- London - 2012
- Chicago - 2013
- Miami - 2019
- Vancouver - 2018; added Amex in 2019 and Interac Debit in 2023
- Sydney - 2020-2021
- Brisbane - 2022
- New York - 2021-2022

Q 9. If Metro is experiencing delays in development or rollout, what is our drop-dead date for changing course?

Below are preliminary deadlines and milestones. Metro has engineers and testers on staff and its own TAP test lab. Metro could receive preliminary open payment software as early as June/July of 2025.

Deliverables/ Milestones	Event	Acceptance Criteria	Delivery Date
1	Approval of Schedule	Cubic deadline and responsibilities formally documented within a Project Schedule per SOW requirements. Metro shall have (20) business days following receipt of formal Cubic schedule to provide comment and approval	Jul-24
2	Hardware Procurement	Cubic submission of an ERA report exhibiting material order	Aug-24
3	Approval of Final Design Document	Once Cubic submits FDR document, Metro shall have (20) business days following receipt of formal Cubic FDR to provide comment and approval	Nov-24
4	Approval of Test Plan	Once Cubic submits Test Plan document, Metro shall have	Feb-25

Item #14 - TAP Plus

		(20) business days following receipt of formal Cubic Test Plan to provide comment and approval	
5	Phase 1 (Open Payment) SIT	Cubic completion of Open Payment SIT with a pass rate in Cubic QA environment	Aug-25
6	IAT Completion	Successful passage of hardware Installation/Acceptance Testing (IAT)	Feb-26
7	Rollout of Open Payment	Metro deployment of Open Payment to the field	Apr-26
8	Phase 2 Account-Based SIT	Cubic completion of Account-Based SIT with a pass rate in Cubic QA environment	Oct-26
9	Rollout of Account-Based system	Metro deployment of account-based to the field	Dec-26
10	Full system acceptance	Successful completion of migration to account-based	Aug-27

Q 10. Can Metro provide more detail about the factors that went into the price analysis and technical evaluation that were used to arrive at the independent cost estimate?

- For equipment and installation, staff used previous change notices to determine fair and reasonable hardware and labor costs.
- For software development, staff determined the level of effort required in terms of hours multiplied by the hourly rates per labor category and determined that the rates were fair and reasonable based on industry standards.
- For cloud hosting, staff consulted with the IT department and determined the costs were fair and reasonable.
- For PCI, staff consulted with the IT department to determine the annual costs and used the costs to compare them against Cubic’s annual costs and determined that they were fair and reasonable.
- For Support Services, staff used the current agreement’s cost elements and extrapolated forward for four years using the same annual increase, year to year, and adjusting for current in-service quantities of equipment.

Q 11. If Metro does move forward with the contract extension and scope change, and decides 4 years down the line that it wants to part ways with Cubic or decouple the open payment component, what does that process look like, does Metro own the new hardware, software, and data, and would this system allow for a seamless transfer or integration?

Yes, Metro owns all the equipment and data. Metro is purchasing a subscription for the software. Uncoupling elements is not recommended as it would require multiple readers on the system and at least two back offices. To achieve a fully integrated system like Metro has now, both systems operated by different vendors would have to communicate in real time. This could be extremely complex and costly and is not recommended.

If Metro decides to part ways due to performance issues, staff would issue an RFP to collect proposals for two options:

1. Require a vendor to integrate their software with the current equipment. This would require the replacement of the readers (proprietary), new software to run the equipment, and a new service agreement. This new system would be expected to run in parallel with the current system for up to two years as Metro transitions customers and 26 TAP partner transit agencies.
2. If the equipment cannot be operated by a new vendor or it is deemed that the current equipment needs to be replaced to ensure compatibility, then staff would solicit proposals calling for a total replacement of all fare collection equipment, including TAP vending machines, gates, station validators, bus validators fare boxes TAP mobile app and website. This would require a much longer transition (3 to 5 years) as replacement equipment must be designed to fit Metro’s requirements and produced as ordered.

ALTERNATIVES CONSIDERED and WHAT ARE OTHER CITIES DOING?

Q 12. Why didn’t Metro consider going with Cal-ITP?

Cal-ITP does not support our current system, and they will not be able to convert the current card system to an open payment system. Cal-ITP does not have a solution to upgrade Metro’s fare gates or bus validators for integrated event ticketing. Cal-ITP does not have a proven track record with large complex transit agencies.

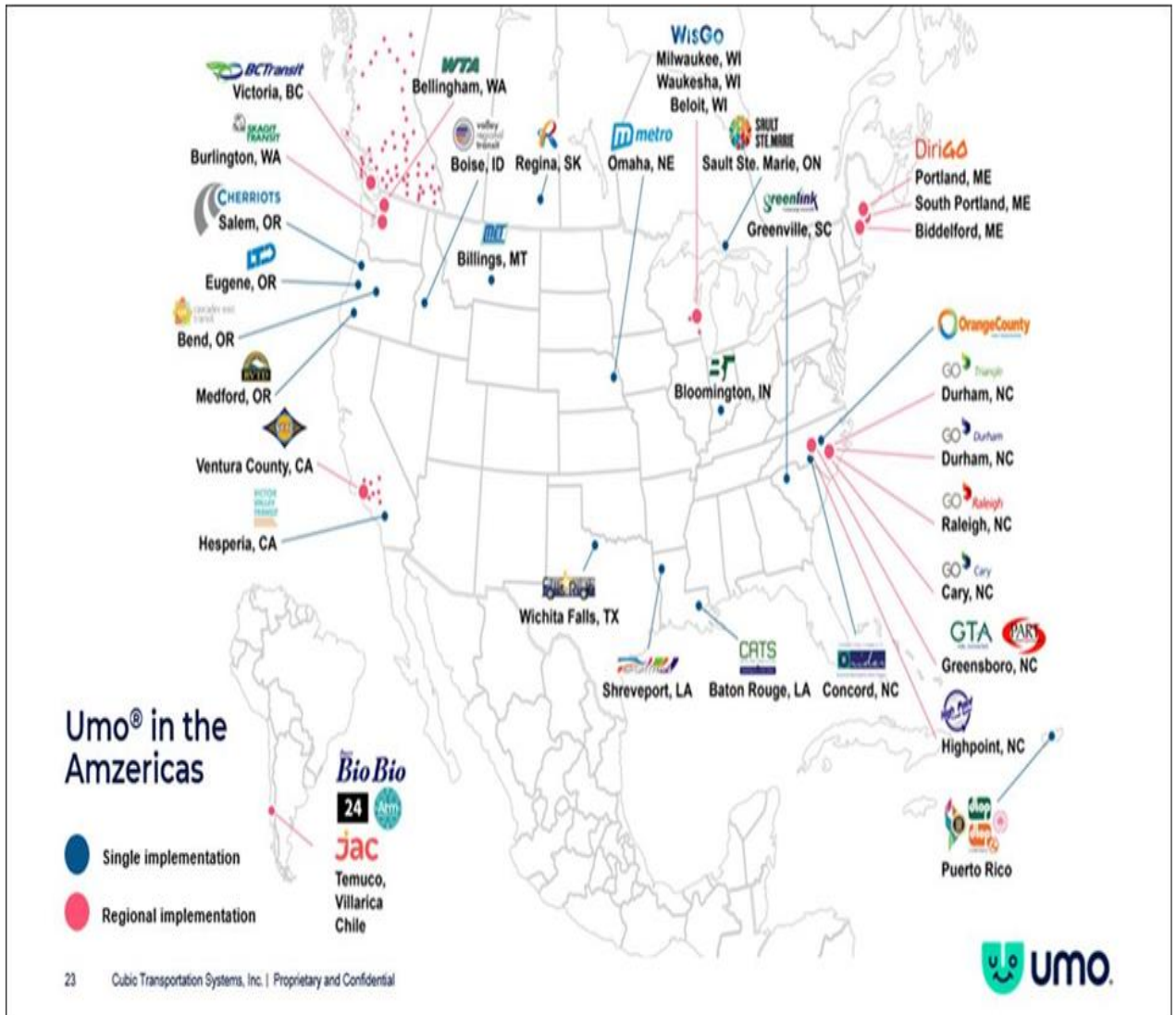
Q 13. What other cities are currently supported by Cubic?

Larger Transit Agencies

» CUBIC – MAJOR MARKET CUSTOMERS



Smaller Transit Agencies



Q 14. Are there any other vendors supporting large transit agencies?

There are no vendors that support a large transit agency with as many partner agencies (26) as LA does.

Q 15. Have other cities served by Cubic experienced delays or budget overruns?

Several agencies have experienced delays and cost overruns. Metro staff identified four reasons for delays and budget overruns in cities served by Cubic.

1. Core issues include upgrading from magstripe or non-legacy systems to open payment and account-based systems, which are more complex.
2. Delays are due to development challenges and agency internal organizational issues.
3. In some cases, the complex, privately financed project faces administrative and technical challenges during migration.
4. Integration with third-party devices introduces new technical complications and extends timelines.

Q 16. What will Metro do to avoid problems that other cities have experienced?

By considering the following factors, Metro can avoid the issues that others are facing.

1. Metro is leveraging existing infrastructure and hardware with Cubic, while other systems are being built from the ground up, replacing their existing systems. Metro saves time since its legacy system is Cubic.

2. Metro has a clearly defined scope of work and KPIs and will strictly adhere to them.
3. Metro is leveraging its existing customer relationship management system, unlike other cities migrating to new CRMs.
4. Cubic has deployed open payment in other cities, providing Metro an advantage to deploy faster and free of bugs.
5. Metro also has an internal team of testers and engineers who are well-versed in the fare collection system. This team provides additional expertise to keep Cubic on track, closely monitors the project against the plan and budget, and conducts robust internal testing.

Q 17. Is Cubic a defense contractor too?

Yes. Cubic has two separate business units, Cubic Transportation Systems (CTS) and Cubic Defense. CTS has separate management and Profit and Loss Statements. Metro’s contract is with the CTS.

GLOSSARY OF TERMS

Term	Definition
Closed Loop	A closed loop card is a payment card that the cardholder can use only at a particular retailer or other company. Our TAP card is a closed loop card. All information is kept on the card.
Commercial Off-the-Shelf (COTS)	Commercial-off-the-shelf or commercially available off-the-shelf products are packaged or canned hardware or software, that is ready-made and available for sale to the general public or organizations, rather than commissioning custom-made, or bespoke, solutions. The vendor will use COTS software, where applicable, to support the fare collection system.
Contactless Payment	Contactless payment systems are credit cards and debit cards, key fobs, smart cards, or other devices, including smartphones and other mobile devices, that use radio-frequency identification or near-field communication for making secure payments.
Open API (Application Programming Interface)	An open API is a publicly available application programming interface that provides developers with access to a software application or web service. Open APIs are APIs that are published on the internet and are free to access by consumers.
Open Loop	Open-loop payment technology is built upon international EMV standards meaning any rider can use their everyday bank issued contactless EMV credit or debit card or their smart device to pay for their travel.
Open Payment	Open payments allow commuters to use their existing Visa cards or mobile payment apps to pay for their transit fares. There's no need to queue up for a ticket or top-up a

Term	Definition
	transit-specific card. Just tap your Visa card or mobile device on the reader and go.
Open Source	Open-source infrastructure is technology specifications that are not proprietary. Open-source architecture means that a given software can be integrated with other software sources, whereas a closed source or proprietary architecture can only use the services or integrate with technology from a single origin.

TAP Plus

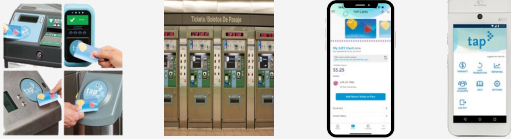
Board of Directors Meeting
May 23, 2024



TAP

THE CURRENT SYSTEM

For Metro and 26 TAP partner transit agencies



- Taptogo.net Website
- TAP Customer Service
- Multi-Modal Mobility
- Integrated Ticketing System

TAP fare is accepted at
4,000 fareboxes, 1,330 bus mobile validators, and 931 rail gate and stand-alone validators.

TAP fare is sold at
Web (taptogo), the mobile app (TAP LA), 550 ticket vending machines, and 1,540 retail point of sale (RPOS) devices.




New and improved equipment

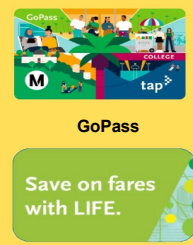


New BMVs Station Validator Rail Gate

Open payment
supports new payment options



Account-based




- Increased capacity to handle orders for GoPass, GO TAP, B-TAP, E-TAP, U-Pass, and I-TAP
- LIFE customers can easily load 20-Ride or monthly pass without calling Customer Service or going to a vendor

Interoperability



Increased integration with third-party partners



Decision Factors

Areas	Objective	Proposed Vendor	Other Vendor
Complexity	Robust system to support/integrate with open payment and account-based for: <ul style="list-style-type: none"> • Metro and 26 transit operators • 700+ fare products • GoPass • LIFE • Various Reduced Fares • Metro Micro and other micro services • Bike Share • Integrated Ticketing 	Large/peer systems are currently supported by the same vendor and successfully launched open payment: <ul style="list-style-type: none"> • London (2012) • Chicago (2013) • Vancouver (2018) • Miami (2019) • Sydney (2021) • New York (2022) • Brisbane (2022) • San Francisco Bay Area (pilot) • Boston 	There are seven major vendors providing fare collection services, but there are none other than Cubic serving transit agencies as large and complex as Metro and 26 other agencies. Cal-ITP offers only a partial solution. (Not a vendor)
Timing	2028 Olympic readiness	Implementation: 2 years Open payment delivered by World Cup 2026 Account-based delivered by end of 2026	RFP: 12 months Implementation: 3-4 years Total: 5 years
Risks	Minimize delays; penalties and withhold payment for delays	Delays result in penalties and withholding payments	Requires complete cooperation between competitive vendors because equipment is proprietary; delays from coordination and Metro and muni integration with onboard software and hardware
Equipment	Utilize current equipment; modify and add where necessary	Maximizes current hardware	May integrate with existing hardware or may require new hardware
Performance	Over 98%	97.96% over past five years	Unknown at this time
Cost	Lowest cost possible while maximizing existing assets and investments	\$66.4 million for 27 operators	\$750 million to \$2 billion for 27 operators

Penalties for Delays and Performance

Penalties for Capital Upgrades

- The vendor will face penalties of \$10,000 per day for each milestone, with a maximum of \$700,000. This is an enhancement to the current agreement.
- Metro may also withhold 10% retention from each invoice until a total of 50% of the contract modification value has been billed. The retention withheld will not be released until Metro is satisfied with the delivery of the project. This amount could be as much as \$33.5 million.
- Metro can also assess liquidated damages for missing milestones and completion dates subject to an 8% maximum monetary penalty. This could amount to as much as \$5.36 million in fines.
- Payments made only at completion of milestones

Contract Termination

- Contract can be terminated for convenience or for cause at any time

Maintenance Support Performance

- Vendor delivered fare capping on time and within budget
- Maintenance service: TAP equipment has operated at a 97.96% level for past five years

User Experience Testing

- TAP Plus upgrades are based on direct feedback from riders and TAP Partner agencies
- TAP will work with a robust customer group to perform user experience testing.
 - Core group to include riders from Metro and Muni agencies, LIFE and GoPass participants, Seniors and Persons with Disabilities, community members, and employees from various internal Metro departments.
- In Summer 2024, TAP will disseminate a customer survey to assist staff in the customer interface of open payment and the account-based system.
 - Followed by focus groups comprised of members of the public to gather supplemental feedback to aid in TAP Plus development.
- In Spring 2025, TAP will begin with outreach efforts to organize and recruit core group testers.
- Testing will begin on open payment in the Summer of 2025 and will continue through implementation in the Spring of 2026.
- In Fall 2026, account-based testing will begin and continue through implementation in Winter 2026/2027.



Board Report

File #: 2024-0227, File Type: Public Hearing

Agenda Number: 15.

**BUDGET PUBLIC HEARING
FINANCE, BUDGET, AND AUDIT COMMITTEE
MAY 15, 2024**

SUBJECT: FISCAL YEAR 2025 (FY25) PROPOSED BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY25 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net <https://www.metro.net/about/financebudget/>](https://www.metro.net/about/financebudget/));
 - 1. AUTHORIZING \$9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 - 2. AUTHORIZING a total of 11,283 FTEs, of which 9,275 are Represented FTEs and 2,008 are Non-Represented FTEs;
 - 3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees;
 - 4. AMENDING the proposed budget to include \$16.4 million for the federal fund awarded to Metro from the Reconnecting Communities and Neighborhoods (RCN) grant for the first set of projects from the Games Mobility Concept Plan;
 - 5. AMENDING the proposed budget to include \$3.5 million in FY25 for the Operations Central Instruction (OCI) project and approve a Life-of-Project (LOP) budget of \$24.5 million, which will centralize training and onboarding for Bus Operators and essential front-line staff;
 - 6. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 - 7. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2024);

-
- B. APPROVING the programming of \$10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project; and
- C. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY25 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which are authorized on a life of project basis.

On April 30, 2024, the FY25 Proposed Budget was made available to the public at www.metro.net <<http://www.metro.net>>, in printed copies through the Records Management Center (RMC) at RMC@metro.net <<mailto:RMC@metro.net>>, and on the plaza level of the Gateway building. The public hearing is scheduled for May 15, 2024. On April 15, 2024, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than ten news publications and in various languages.

BACKGROUND

In preparation for the FY25 Budget development process, the Office of Management and Budget (OMB) provided an oral report of financial context and outlook to the Board on October 18, 2023. Since January 2024, staff have provided the Board with status updates on the FY25 Budget development process. An extensive public outreach process was also launched in October 2023 with the first of two telephone town halls to communicate the budget proposal and collect public comments for consideration in the budget development.

In addition, to be fully transparent in the proposed budgetary use of the public transportation funds, staff also conducted multiple briefings and discussions with Board Staff and stakeholder groups, including the Community Advisory Council, Regional Service Councils, Technical Advisory Committee, Policy Advisory Committee, Accessibility Advisory Committee, etc. Please see attachment A for Early, Expanded and Improved Public Outreach Report.

This is the final series of monthly updates to the Board on the FY25 Budget development process, culminating with our FY25 Budget recommendation for Board Adoption. This report wraps up the framework for the annual budget development, with the primary objective to advance Metro's transit and transportation goals, with an equity lens, in a fiscally sound and financially responsible manner.

DISCUSSION

Metro has developed a culture focused on equity, fiscal discipline, and cost mitigation. Metro staff will continue to preserve sound financial planning to implement transit capital investments and operating plans.

The Equitable Zero-Based Budget (EZBB) process continues to drive this year’s annual budget development process as a cost control tool integrating an equity lens to develop a fiscally responsible budget. This budget facilitates a collaborative approach across Metro’s departments. Incorporating the feedback heard through Metro’s expanded public outreach efforts, every department aligns with strategic priorities and allocates available resources based on Metro’s mission, core focuses, and agency strategic imperatives.

The proposed \$9.0 billion budget for FY25 is balanced and focused on a service plan to support system expansion, customer experience enhancements in safety and cleanliness, maintaining assets in a state of good repair and resumes Metro’s core business of planning, operations, and construction activities.

FY25 Proposed Budget can be accessed at:

<https://budget.metro.net/download/fiscal-year-2025-proposed-budget-book.pdf>

Resources Summary

The FY25 Proposed Budget ensures that resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current socio-economic conditions, such as the continuing impacts of decades-high inflation, flattened economic growth projections in FY25, leading regional forecasting sources, and recent transit system usage.

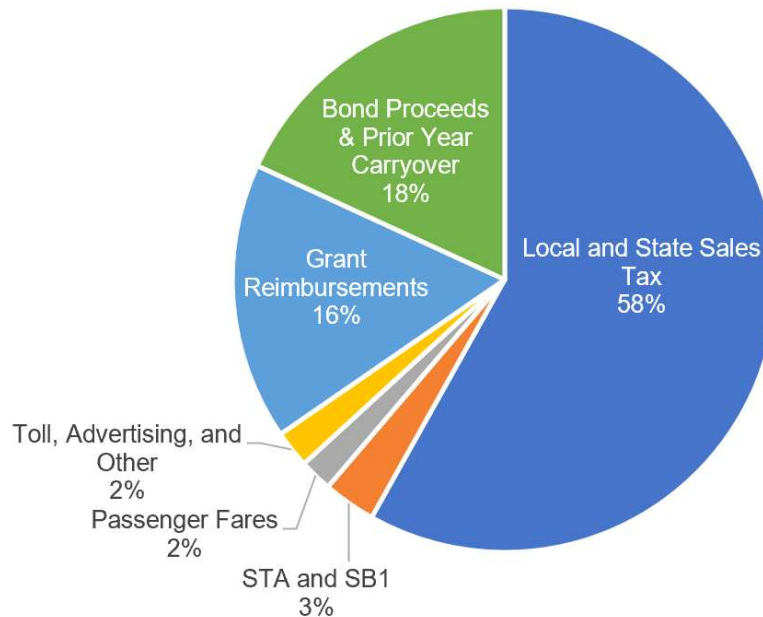
The total FY25 Proposed Budget planned resources are \$8.95 billion, which is 4.3% less than the FY24 Budget. The 3.7% projected decrease in sales tax revenues is due to the lower than budgeted FY24 year to date actual receipts.

	Resources (\$ in millions)	FY24 Budget	FY25 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 5,400.0	\$ 5,202.0	\$ (198.0)	-3.7%
2	STA and SB1	214.6	279.6	65.0	30.3%
3	Sales Tax and STA/SB1 Revenues Subtotal	\$ 5,614.6	\$ 5,481.6	\$ (133.0)	-2.4%
4	Passenger Fares	146.8	174.6	27.7	18.9%
5	Toll, Advertising, and Other	184.0	196.9	12.9	7.0%
6	Operating & Other Revenues Subtotal	\$ 330.8	\$ 371.5	\$ 40.7	12.3%
7	Grant Reimbursements	1,735.0	1,472.4	(262.6)	-15.1%
8	Bond Proceeds & Prior Year Carryover ⁽¹⁾	1,667.9	1,623.6	(44.3)	-2.7%
9	Capital & Bond Resources Subtotal	\$ 3,403.0	\$ 3,096.0	\$ (306.9)	-9.0%
10	Resources Total	\$ 9,348.4	\$ 8,949.1	\$ (399.2)	-4.3%

⁽¹⁾ Represents use of Bond Proceeds and sales tax revenues received and unspent in prior years.

Note: Totals may not add up due to rounding.

Resources % of FY25 Budget



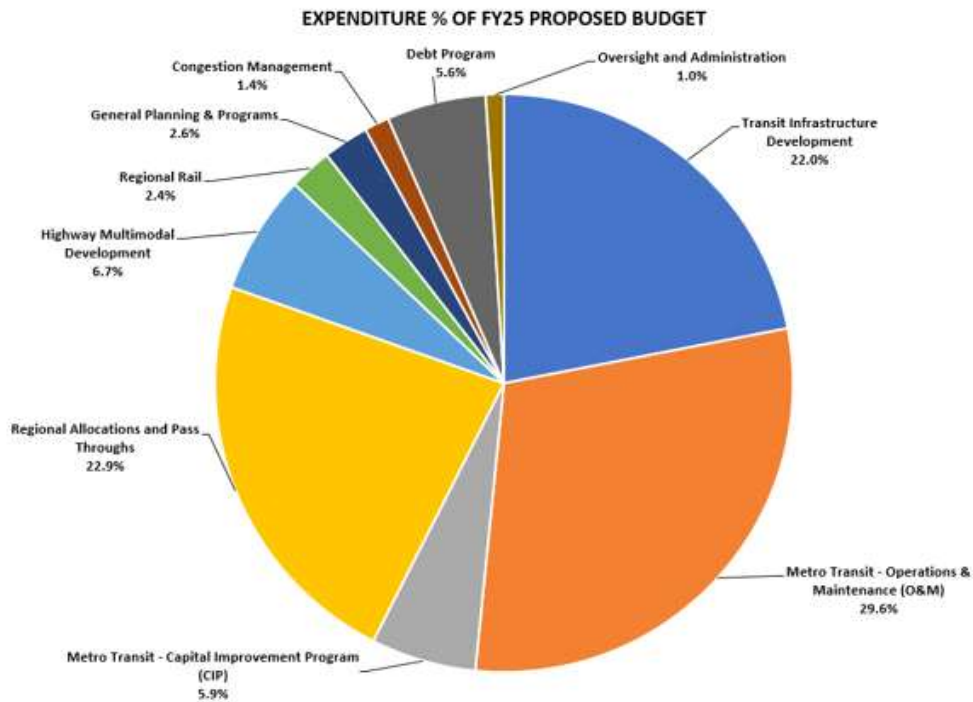
Expenditure Summary

The proposed budget of \$8.95 billion is aligned with Board priorities and validated by public outreach comments of improved customer experience and service, as well as providing reliable daily service and public safety through an equity lens. It continues to expand Metro’s Transit Infrastructure and to plan for countywide mobility needs. Each program, function, and department budget were developed accordingly to reflect the new economic realities and progress on projects.

The decline in capital expenses is attributed to several projects nearing completion, resulting in a decrease in cash flow requirements along with the recent openings of K Line and Regional Connector. Operating expenses increased with continued investment to attract and retain riders by continuing NextGen service improvements to provide all day, fast and frequent services, enhancing customer experience, reimagining public safety, and making transit accessible and affordable. The table below illustrates the expenditures by program type in FY25 Proposed Budget.

Expenditures by Type (\$ in millions)	FY24 Budget	FY25 Proposed	\$ Change	% Change
1 Transit Infrastructure Development	\$ 2,496.8	\$ 1,964.9	\$ (531.9)	(21.3)%
2 Highway Multimodal Development	618.1	599.8	(18.3)	(3.0)%
3 Metro Transit - Capital Improvement Program (CIP)	539.4	526.8	(12.5)	(2.3)%
4 Regional Rail	314.5	214.0	(100.5)	(32.0)%
5 Total Capital Expenses	\$ 3,968.8	\$ 3,305.5	\$ (663.3)	(16.7)%
6 Metro Transit - Operations & Maintenance (O&M)	2,379.4	2,651.7	272.4	11.4%
7 Congestion Management	130.7	124.4	(6.3)	(4.8)%
8 General Planning & Programs	237.4	228.8	(8.6)	(3.6)%
9 Oversight and Administration	84.3	90.2	5.9	7.0%
10 Total Operating Expenses	\$ 2,831.8	\$ 3,095.2	\$ 263.4	9.3%
11 Regional Allocations and Pass Throughs	2,058.0	2,051.2	(6.8)	(0.3)%
12 Debt Program	489.8	497.3	7.5	1.5%
13 Grand Total	\$ 9,348.4	\$ 8,949.1	\$ (399.2)	(4.3)%

Note: Totals may not add up because of rounding.



Full-Time Equivalent (FTE) Summary

The FY25 Proposed Budget includes 11,283 FTEs, an increase of 400 FTEs from FY24. FTE additions include 107 Non-Represented (60 are mostly cost-neutral by shifting from temporary to permanent, and 47 are new) and 293 Represented.

Non-Represented FTEs for FY25 total 2,008; which includes an additional 107 new positions to serve the following areas (see the table below):

- Mega Project Resource Model (consultant conversions)
- Enhance the Transit Rider Experience including Cleaning and Station Experience Initiatives
- Valuing the Workforce
- Operational Efficiencies
- Administration, Financial Sustainability, and Legal Compliance
- Joint Development and Better Mobility
- Capital Project Support

Agencywide FTEs: Non-Represented	Mega Project Resource Model	Transit Rider Experience	Valuing the Workforce	Operational Efficiencies	Joint Dev & Better Mobility	Admin, Fin & Legal	Capital Project Support	New Positions	Cost Neutral	FY25 Additions
1 Chief Executive Office & Chief of Staff						1	3	4	1	5
2 Chief People Office			9					9	8	17
3 Chief Safety Office			4					4		4
4 Customer Experience Office		2						2	5	7
5 Operations		4		1			1	6		6
6 Office of Strategic Innovation		1					1	2		2
7 Planning And Development					3	1	1	5	7	12
8 Program Management	5							5	24	29
9 Strategic Financial Management		2	2	3		1		8	14	22
10 Board Of Directors: Ethics, Inspector General, & Office of the Board Administration						2		2	1	3
11 Grand Total	5	9	15	4	3	5	6	47	60	107

Represented FTEs for FY25 total 9,275; which includes 293 new positions for the following:

- Expand cleaning efforts on both Bus and Rail systems, including hot spots and end of line.
- Improve the Station Experience through environmental design and care first strategies.
- Provide operational support by aligning security resources to Metro’s high visibility and vulnerable areas with Bus Riding Teams and providing presence on the K Line and Regional Connector.
- Increase efforts to address critical State of Good Repair work for A Line, B Line, C Line, and Heavy Rail Mid-Life, and other capital projects.
- Preventative maintenance work on bus and rail system.
- Expansion of TAP Operations Call Center.
- Support logistics for bus storeroom and rail warehouses, ITS Divisions support, and Employment Processing Center.

Agencywide FTEs: Represented	Cleaning	Station Experience	Bus Riding Teams and Safety	SGR Efforts	Preventative Maintenance	TAP Ops Call Center	Logistics, ITS Div Support, Emp Processing Ctr	New Positions
1 Chief People Office							2	2
2 Chief Safety Office			53					53
3 Customer Experience Office						5		5
4 Operations	155	8		42	25			230
5 Strategic Financial Management							3	3
6 Grand Total	155	8	53	42	25	5	5	293

Labor Summary

The FY25 Proposed Budget reflects wage increase for the represented union group SMART, per its Collective Bargaining Agreement (CBA). The FY25 Proposed Budget does not yet include wage increases for Metro’s four other represented union groups, AFSCME, ATU, TEAMSTERS, and TCU,

as collective bargaining is underway. Once CBAs have been established, the FY25 Adopted Budget will be amended.

An average 4% performance increase, consistent with the annual wage increase portion of the SMART CBA, is included for non-represented employees to be distributed on a merit-based system,

Health and welfare benefits for represented employees are determined by their respective CBAs. Non-represented employees receive medical and dental benefits at the carrier contract rates previously approved by the Board.

Budget Amendments through June 30, 2024

The proposed budget shall include any Board approved actions currently under consideration, from now to the end of the fiscal year (June 30, 2024).

Life of Project (LOP) Budgets

The Board must approve new capital projects with LOP budgets exceeding \$5.0 million as separate Board actions.

Attachment B includes a detailed listing of new capital projects for FY25 with LOP budgets over \$5.0 million. These new capital projects in the FY25 Proposed Budget include Division 8 Charging Infrastructure, Rail Facility Maintenance & Improvements, Bus Division Improvements V, Rail Station Improvements, Union Station Gateway (USG) Electrical and Security System, Resilience Charging System, Metro A Line (Blue) Train Control (TC) Cases and Hawk Event Recorder, FY25 Non-Revenue Vehicle Equipment Replacement, Metro B (Red) and D Line (Purple) Auxiliary Room CCTV Alarms, Maintenance of Way Training Facility, Metro B Line (Red) Protective Relay, Video Management Security (VMS) Intelligence System, TAP Plus Salesforce Integration, and A Line Foothill Extension 2B Alignment Integration.

Programming Action

The FY25 Proposed Budget currently has \$30 million for SR-71 South Segment Project which will be adjusted to provide \$10 million for the SR-71 North Segment project and \$20 million for the SR-71 South Segment Project.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date in order to reimburse expenditures incurred prior to the bond issuance. See Attachment C for Reimbursement Resolution.

Debt Program

Debt financing is a cash management and budget tool Metro uses to help deliver projects. Debt issuance is authorized by applicable state and federal legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for the issuance and management of

debt following industry best practices and ordinance-specific affordability limits.

Debt is not an additional source of revenue. It must be paid back with interest using existing and predetermined funding sources, in most cases, local sales tax revenues. However, it is a way to spread out the impact of large spikes in capital costs over multiple years. For this reason, most of Metro's large projects have utilized or are expected to use debt financing to facilitate project delivery.

As of July 2024, Metro has approximately \$4,853.0 million of outstanding long-term debt. The annual debt service cost in FY25 is estimated at \$493.8 million, an increase of 1.6% over the FY24 Budget of \$486.1 million, according to the debt service schedule. In FY25, it is anticipated that Airport Metro Connector, Westside D Line (Purple) Sections 1, 2, & system integration, Division 20 Portal Widening, Gold Line Foothill Extension, E Line Eastside Light Rail Phase 2, East San Fernando Transit Corridor, Regional Surface Transportation and Local Traffic System, and various other projects will utilize bond proceeds from the issued debt.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards at Metro.

FINANCIAL IMPACT

The FY25 Proposed Budget (provided in a separate submittal) at \$9.0 billion is balanced. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

EQUITY PLATFORM

Per Board direction, Metro has annually applied the Metro Budget Equity Assessment Tool (MBEAT) to its budget requests for operations costs and capital projects since the FY21 budget process. The FY25 EZBB MBEAT continues to identify potential impacts on marginalized communities and highlights budget requests that advance equitable community outcomes for each Metro department. With this data, staff are better equipped to identify opportunities to incorporate equity iteratively and intentionally into Metro programs and services.

The EZBB process also utilized Metro's EFC Budget Assessment process, a geographic equity analysis that was introduced in 2022 for the FY23 approved budget. The EFC Baseline Assessment was conducted to identify whether Metro's budget is proportionately investing in benefits to EFCs, which comprise approximately 40% of Los Angeles County. In year three, the FY25 EFC Assessment of Metro's budget investing in benefits to EFCs is 28.1 percent targeted benefits, representing close to \$2.8 billion, and 45.5 percent indirect benefits, representing just under \$4.2 billion. The slight decrease of 1.5% vs. year two in targeted benefits, as illustrated by the table below, is due to the decline in cashflow expenses for major construction projects approaching completion, such as the Airport Metro Connector (AMC) project, Foothill A Line Extension and Segment A of Rail to Rail.

	FY24 EFC Assessment (Year 2)	FY25 EFC Assessment (Year 3)	% Change FY24 vs. FY25
Targeted Benefits	29.6%	28.1%	-1.5%
Indirect Benefits	45.6%	45.5%	-0.1%
Total EFC Benefits	75.1%	73.6%	-1.6%

Staff also aligned their FY25 department budgets towards budget Equity Principles that support Metro’s Equity Platform framework. Budget highlights that support these four principles were included in the FY25 Proposed Budget (pg. 8 - 10) earlier this month.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro’s goal of improving transportation in Los Angeles County.

NEXT STEPS

Upon Board authorization and adoption of the FY25 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in the proposed budget document and program funding to regional transit/transportation partnering agencies, cities, and recipients.

Staff will closely monitor the financial situation and provide regular performance updates to the Board.

ATTACHMENTS

FY25 Proposed Budget can be accessed at:

<https://budget.metro.net/download/fiscal-year-2025-proposed-budget-book.pdf>

Attachment A - FY25 Public Outreach (Public Comments)

Attachment B - FY25 New Capital Projects

Attachment C - FY25 Reimbursement Resolution

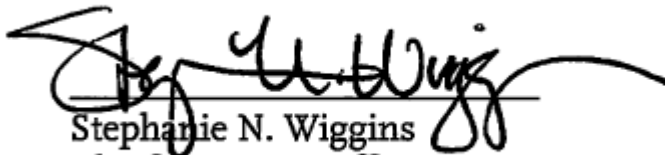
Prepared by:

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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



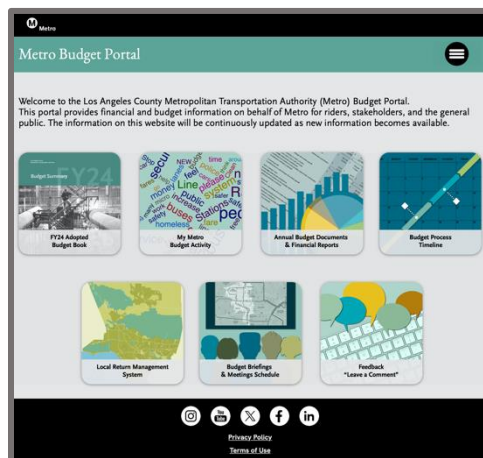
Stephanie N. Wiggins
Chief Executive Officer

Public Engagement Strategy

The FY25 budget outreach strategy was designed with a rider-centric focus. Metro engaged with the public through the following efforts: Telephone Town Hall (TTH) meetings, the My Metro Budget activity, the Budget Portal (budget.metro.net), and the budgetcomments@metro.net email. Below is a snapshot of the results of these efforts:

Public Engagement	Participation
Telephone Town Hall - October 2023 & April 2024	>8,600
My Metro Budget activity responses	>4,300
My Metro Budget activity comments	>3,600
My Metro Budget QR cards	21,000
Budget Portal Users – budget.metro.net	>780 (January 1, 2024 – April 18, 2024)
Email Blasts/Community Newsletters	>15
The Source/EI Pasajero Posts	2
Social Media Platforms	5
Newsprint Publications - Public Hearing Announcement	20
Stakeholder & Public Engagement Meetings	>25

Metro Budget Portal

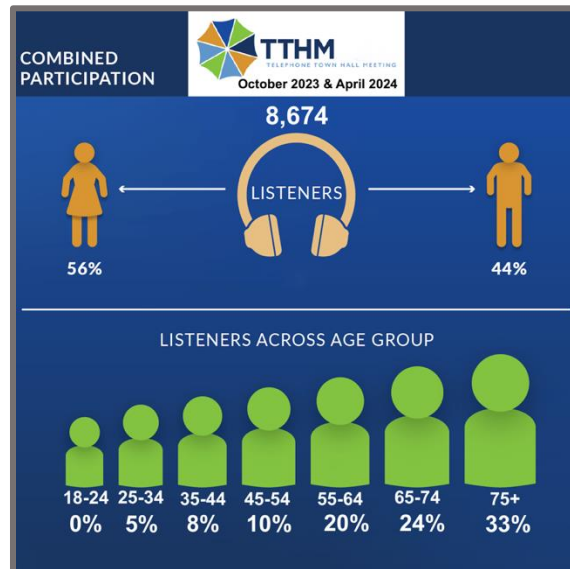


The budget portal remains to be the primary source for information, documents, timelines, notifications, and more about Metro’s budget. Redesigned with a new look, OMB continues to refine the accessibility features for the public and visitors can leave a comment about Metro’s budget and sign-up for updates.

Telephone Town Hall

Attachment A

The FY25 budget outreach started in October 2023 with the first of two telephone town halls. More than 8,900 English and Spanish callers joined the unique virtual forum to listen, provide their questions, and have their questions answered by Metro senior leadership. The main topics raised at the Telephone Town Hall events were safety and security, frequency and reliability, and cleanliness on the bus and rail system, and at bus stops and rail stations. The TTH events have been an invaluable outreach activity for reaching the Equity Focus Community (EFC) and particularly beneficial for residents who would not typically have time to attend a regular public meeting or who cannot participate online. The recordings of the Telephone Town Hall are available on the budget portal. The figure summarizes combined English and Spanish statistics from the October 2023 and April 2024 Telephone Town Hall meetings.



My Metro Budget Activity

Metro encouraged the public to engage with the My Metro Budget activity to provide feedback on how Metro should allocate its budget. Participants were able to learn about Metro’s budget and increase/decrease from budget categories in order to let Metro know where they think resources should be focused.

The quantitative feedback received was essential to the development of the budget.

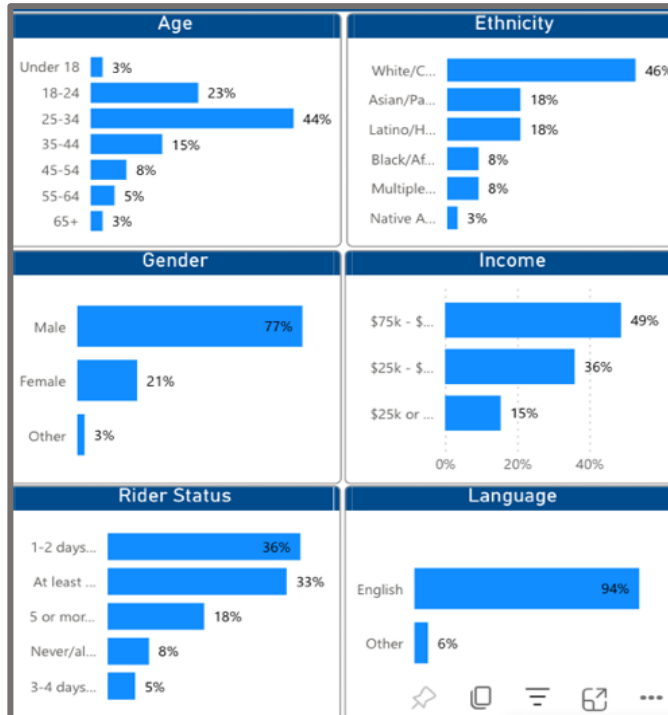


This year there were over 4,300 responses and 3,600 written comments, a significant increase in the base participation from last year. On average, respondents were on the activity for approximately 22 minutes.

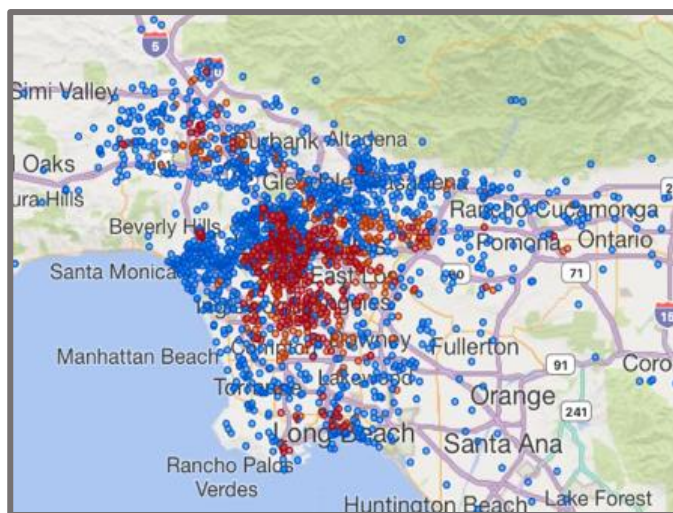
My Metro Budget activity results, and other budgetary information are available on the Metro budget portal at budget.metro.net.

Below are My Metro Budget activity demographic results and a map to show participant locations.

Attachment A



The overall demographics are shown in the figure on the left. This year 47% of respondents reside in an EFC, 35% have an income less than \$25,000, 37% are Hispanic, and 54% ride 3+ days a week. These demographics closely mirror the demographics of LA County and Metro’s ridership. The sample of respondents is statistically valid, meaning the overall results will not change significantly with additional responses.



Shown here is a map of where participants are located. The orange and red points on the map indicate members of the Equity Focus Community who are high need and very high need. Metro remains focused on reaching out to members in Equity Focus Communities.

Stakeholder and Public Meetings

The budget public hearing is legally required, pursuant to California PUC codes 130106 which states “Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing.” This year, 20 newspaper publications were published 15 and 30 days prior to the event announcing the budget public hearing in several different languages.

Attachment A

FY25 Budget – Outreach Meeting Schedule			
Meeting	Date	Time	Completed
Telephone Town Hall	Oct 19, 2023	6-7 p.m.	X
Regional Service Council – San Fernando Valley	Feb 7	6:30-8:30 p.m.	X
Regional Service Council – Gateway Cities	Feb 8	5-7 p.m.	X
Regional Service Council – Southbay Cities	Feb 9	9:30-11:30 a.m.	X
Regional Service Council – San Gabriel Valley	Feb 12	5-6:30 p.m.	X
Regional Service Council – Westside Cities	Feb 14	6-8 p.m.	X
Community Advisory Committee – GA	Mar 27	6-8 p.m.	X
San Gabriel Valley COG	Apr 3	4 p.m.	X
Telephone Town Hall	Apr 16	6-7 p.m.	X
Policy Advisory Council	Apr 16	1:30 p.m.	X
Westside Cities COG	Apr 23	2 p.m.	X
Community Advisory Council	Apr 24	6 p.m.	X
Technical Advisory Committee	May 1	9:30-11 a.m.	
Local Transit Systems Subcommittee	May 1	1:30 p.m.	
Regional Service Councils – FY25 Budget	May 7	3–5 p.m.	
San Gabriel Valley COG	May 8	4 p.m.	
Accessibility Advisory Committee	May 9	1 – 3 p.m.	
South Bay COG	May 13	10:30am	
Public Hearing	May 15	3 p.m.	
Streets & Freeways Committee	May 16	9:30 a.m.	
Valley Industry Commerce Association	May 21	8:30-10:30 a.m.	
Bus Operators Subcommittee	May 21	9 a.m.	
Board Adoption	May 23	9:30 a.m.	
Gateway Cities COG	June 5	4 p.m.	
Measure M Oversight	TBD	TBD	

FY25 New Capital Projects

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FY25 New Capital Projects

Capital Improvement Program (CIP)

1	PROJECT: Division 8 Charging Infrastructure
	PROJECT OWNER: Operations - Bus - Facilities Improvements
	LOP: \$65,150,000 Budget Request: \$8,000,000
	SCOPE: Procure and Install Charging Equipment in support of Battery Electric Bus (BEB) Conversion.
	JUSTIFICATION: California Air Resource Board (CARB) Innovative Clean Transit (ICT) Rule mandates that all transit agencies convert to Zero-Emission Bus (ZEB) services by 2040. Metro Board motion has accelerated ZEB/Battery Electric Bus (BEB) conversion to 2030. Bus Rapid Transit (BRT) Conversion of Metro facilities is Phase one of the ZEB Master Plan. This project will provide BEB services to support the North San Fernando Valley (NSFV) Transit Corridor.
	ELIGIBLE FUNDING SOURCE: TDA ART 4
2	PROJECT: Rail Facility Maintenance & Improvements
	PROJECT OWNER: Operations - Rail - Systemwide & Hubs
	LOP: \$35,000,000 Budget Request: \$3,690,394
	SCOPE: The proposed project scope is to replace, improve, and renew assets at Metro Rail Divisions and Facilities that have reached the end of their useful life. The project includes yard equipment, facility improvements, roof replacements, HVAC replacements, shop equipment, and security improvements.
	JUSTIFICATION: The improvements will provide employees with modern, efficient equipment and repair and refurbish rail facilities.
	ELIGIBLE FUNDING SOURCE: PA 35% & MR 2%
3	PROJECT: Bus Division Improvements V
	PROJECT OWNER: Operations - Bus - Systemwide & Hubs
	LOP: \$35,000,000 Budget Request: \$2,818,000
	SCOPE: The proposed project scope is to replace, improve, and renew assets at Metro Bus Divisions and facilities that have reached the end of their useful life. The project includes hoists, yard equipment, facility improvements, facility roof replacements, HVAC replacements, shop equipment, and security improvements.
	JUSTIFICATION: The improvements will provide employees with modern, efficient equipment and repair and refurbish bus facilities.
	ELIGIBLE FUNDING SOURCE: PC 40%

4	PROJECT: Rail Station Improvements
PROJECT OWNER: Operations - Rail - Systemwide & Hubs	
LOP: \$28,300,000	Budget Request: \$9,929,331
SCOPE: Capital efforts include installing audio equipment for Customer Experience (CX) announcements and the playback of classical music throughout the facility, permanent wrought iron fencing, enhanced facility security installations, fare gate improvements, and enhancements to Closed-Circuit Television (CCTV) equipment.	
JUSTIFICATION: Boardings and ridership statistics have been lower in recent years due to reports of poor customer experience, facility security, and the pervasiveness of crime in and around the B and D service areas. Operations proposes a Rail Station Customer Experience improvement project to mitigate these issues.	
Operations embarked on a Customer Experience Improvement and Securitization effort at B Line Westlake MacArthur Park station starting Jan 2023. This station was identified as a problematic location where drug abuse, criminal activities, a prolific quantity of unhoused, and various negative factors resulted in the increase of crime statistics and the decline of overall boardings at this station location. This demonstration project was developed to address the aforementioned factors and improve the station ridership statistics using strategic capital improvements and a surge of security and cleaning services on site. This model is being suggested across other problematic B and D Line Rail station locations to restore ridership to pre-pandemic levels or greater.	
ELIGIBLE FUNDING SOURCE: PA 35% / MR 2%	

5	PROJECT: Union Station Gateway (USG) Electrical and Security System
PROJECT OWNER: Operations - System - Systemwide & Hubs	
LOP: \$25,000,000	Budget Request: \$2,265,421
SCOPE: The project will replace the main electrical distribution equipment and improve security measures at the Gateway building, Patsaouras Bus plaza, Parking structure and East portal of Union station. This includes the addition of new large disconnect gear on the 25th floor as well as the addition of new power bank connection gear inside the Generator room. The scope for this project also includes the addition of the grounding grid to improve the safety of the electrical system, and a new lighting control system. Security hardening of the facility entrances & parking garage include tilt up barriers, and bollards.	
JUSTIFICATION: The current primary electrical protection devices have reached their end of life. The new equipment shall replace the primary devices in the main USG electrical room. The existing UPS gear will be replaced with batteries that do not require special handling and ventilation, meeting updated code compliance. The new proposed equipment on the 25th floor will provide additional protection for the central plant on the 27th floor. An additional power bank connection gear at the generator room will allow new code-required annual testing to occur without significantly impacting the emergency power distribution. The current system needs to be updated, and the parts are difficult to source. The new proposed system shall replace the current system at the USG building and the 2nd current system that controls the rest of the facility, including the East portal and the bus plaza. The facility HVAC system replacement requires additional electrical equipment and support to comply with the updated code required by the National Electric Code (NEC). The recent unhoused trespassers resulted in SSLE seeking a means of locking the building entrances, including the front doors; therefore, a barrier needs to be installed.	
ELIGIBLE FUNDING SOURCE: PC 40%	

6	PROJECT: Resilience Charging System
	PROJECT OWNER: Operations - Bus - Facilities Improvements
	LOP: \$22,450,000 Budget Request: \$699,999
	SCOPE: To build the electric charging infrastructure to support Metro's switch to Battery Electric Buses (BEB).
	JUSTIFICATION: California Air Resource Board (CARB) Innovative Clean Transit (ICT) Rule mandates the conversion of all transit agencies to Zero Emission Bus (ZEB) services by 2040. Metro Board motion has accelerated ZEB/Battery Electric Bus (BEB) conversion to 2030. Bus Rapid Transit (BRT) Conversion of Metro facilities is Phase one of the ZEB Master Plan. This project will provide BEB services to Silverline from El Monte to San Pedro.
ELIGIBLE FUNDING SOURCE: TDA ART 4	

7	PROJECT: Metro A Line (Blue) Train Control (TC) Cases and Hawk Event Recorder
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$18,600,000 Budget Request: \$250,000
	SCOPE: Acquisition and replacement of end-of-useful life train control cases and event recorders (Hawk).
	JUSTIFICATION: The project will replace all existing event recorders at grade crossings and cases, all of which are mechanically difficult to open and have no room for additional equipment and improvements, with new, larger, environmentally controlled, and intrusion-protected train control cases and bungalows. The event recorders provide staff with historical data confirming the equipment's operational status.
ELIGIBLE FUNDING SOURCE: PA 35%	

8	PROJECT: FY25 Non-Revenue Vehicle Equipment Replacement
	PROJECT OWNER: Operations - System - Non-Revenue Vehicles
	LOP: \$16,450,000 Budget Request: \$289,600
	SCOPE: This project involves replacing non-revenue vehicles and equipment scheduled to begin replacement in FY25. It includes vehicles and equipment for logistics, Bus Maintenance, Maintenance of Way, Rail Fleet Services, Facilities Maintenance, and various other departments.
	JUSTIFICATION: Metro owns and operates a fleet of over 2,100 vehicles and equipment used to support the Metro mission of Planning, Designing, Constructing, Administering, and Operating the Los Angeles County's most extensive transportation system. The funding requested for this project is required to purchase replacement and expansion vehicles to support this mission. The vehicles identified for replacement have exceeded their useful life in age and mileage or are in poor operating condition and are now scheduled for retirement. Further, the cost of repair, downtime, on-street safety, and the impact on support departments' ability to respond to repair/service activities reduce operational effectiveness.
ELIGIBLE FUNDING SOURCE: TDA ART4 FOR BUS AND PA35%	

9	PROJECT: Metro B (Red) and D Line (Purple) Auxiliary Rooms CCTV Alarms
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$12,200,000 Budget Request: \$500,000
	SCOPE: Implement CCTV/Intercom Alarm system at stations ancillary rooms on Metro B and D Lines.
	JUSTIFICATION: The existing intrusion system on Metro B and Metro D Line station ancillary rooms does not display video images and voice communication at ROC. Intruders are taking advantage of the lack of video monitoring capability and causing unsafe conditions for maintenance crews. A new CCTV/Intercom alarm system could capture these intruders in video/voice images and turn them into Law Enforcement, allowing the maintenance crews to work in a safe environment.
	ELIGIBLE FUNDING SOURCE: PA 35%

10	PROJECT: Maintenance Of Way Training Facility
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$10,000,000 Budget Request: \$286,000
	SCOPE: Design and install tracks, Overhead Catenary System (OCS), and duct bank for hands-on and field training of MOW personnel.
	JUSTIFICATION: Our railroad operations require high quality and safety standards, which can only be achieved by providing adequate training for all maintenance of way groups. A wayside field facility would be a valuable investment that would enable staff to create a realistic simulation of our existing right of way, where track department inspectors could practice various skills, such as laying, cutting, welding, temping, and laying tracks. Traction Power inspectors could learn in a safe and controlled environment without the stress or danger of working on an active railroad. Additionally, all groups could learn how to perform rescue operations from a duct bank and how to work in a confined space. This facility would help us preserve our personnel's knowledge, skills, and experience, passing on knowledge from experienced retiring inspectors.
	ELIGIBLE FUNDING SOURCE: PA 35%

11	PROJECT: Metro B Line (Red) Protective Relay
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$9,800,000 Budget Request: \$325,000
	SCOPE: Replace Metro B Line (Red) Traction Power substations electrical protective relays.
	JUSTIFICATION: The existing electrical protective relays are about 25 years old, and spare parts are no longer available. Improper functioning of these relays can cause interruption to normal train operation and unsafe conditions for the maintenance crew and the general public.
	ELIGIBLE FUNDING SOURCE: PA 35%

12	PROJECT: Video Management Security (VMS) Intelligence System
	PROJECT OWNER: Chief Safety Office - OAI - Sys - Systemwide & Hubs
	LOP: \$5,268,245 ⁽¹⁾ Budget Request: \$5,141,449
	SCOPE: This project will include procuring, installing, and configuring servers and other network equipment to support the agency-wide migration to the new enterprise closed-circuit television (CCTV) Genetec Video Management System (VMS). This migration aims to reduce the number of disparate VMS software, bringing agency CCTV onto one unified enterprise platform.
	JUSTIFICATION: This investment will help to achieve enterprise security awareness, which empowers Metro to detect, deter, and deny severe threats to the customer experience and maximize professional security services in our transit environment.
ELIGIBLE FUNDING SOURCE: PC 40%, Transit Security Grant Program (TSGP)	

13	PROJECT: TAP Plus Salesforce Integration
	PROJECT OWNER: Finance and Budget – Regional Operating Services - TAP
	LOP: \$5,000,000 Budget Request: \$500,000
	SCOPE: TAP must rebuild all existing fare programs (LIFE, GoPass, Reduced Fare, promotions and other discounts) to be compatible with the new open-payment and account-based system. To align the customer relationship management (CRM) system, also known as TAPforce, there is a need to update all APIs and customer touchpoints which are major revenue generators, including taptogo.net, the TAP App, and RPOS device for the TAP Vendor network. There is a need to overhaul the TAP Backoffice. The continued use of Salesforce for specialized programs and events is necessary to support the significant increase in tourism and ridership expected for upcoming world events such as the FIFA World Cup, Super Bowl 2027, and the Olympics 2028. It is crucial to align with the evolving trends in payment technology and to enhance customer experience.
	JUSTIFICATION: This strategic investment is pivotal for integrating new features, handling increased volumes of user data, and providing seamless customer service across all touchpoints. This approach guarantees that we are well-equipped to incorporate future programs directly, eliminating the inflated costs and dependency risks associated with third-party vendors.
ELIGIBLE FUNDING SOURCE: PC 40%	

Note:

⁽¹⁾ LOP budget increased.

Transportation Infrastructure Development (TID)

1	PROJECT: A Line Foothill Extension 2B Alignment Integration
	PROJECT OWNER: Operations – Central Oversight and Analysis
	LOP: \$13,346,770 Budget Request: \$1,250,000
	SCOPE: The purpose of the project is to prepare for revenue operations upon completion of the construction. It encompasses tasks such as training for new contract staff in Operations, procurement of essential non-revenue vehicles and equipment, engagement of professional or technical services to troubleshoot and address issues that may arise from integrating the new alignment to existing transit network.
	JUSTIFICATION: These activities are crucial for the Operations Department to ensure A Line Foothill Ext transitions smoothly into revenue service without compromising the service on existing network of transit systems.
	ELIGIBLE FUNDING SOURCE: Measure R/M, eligible and available funds

ATTACHMENT C

REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2025

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines such as the Airport Metro Connector project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage of heavy rail lines such as Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY22 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, grant revenues, or toll revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$150.0 million for Proposition A, \$150.0 million for Proposition C, \$500.0 million for Measure R, \$650.0 million for Measure M and \$200.0 million for toll revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is

paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

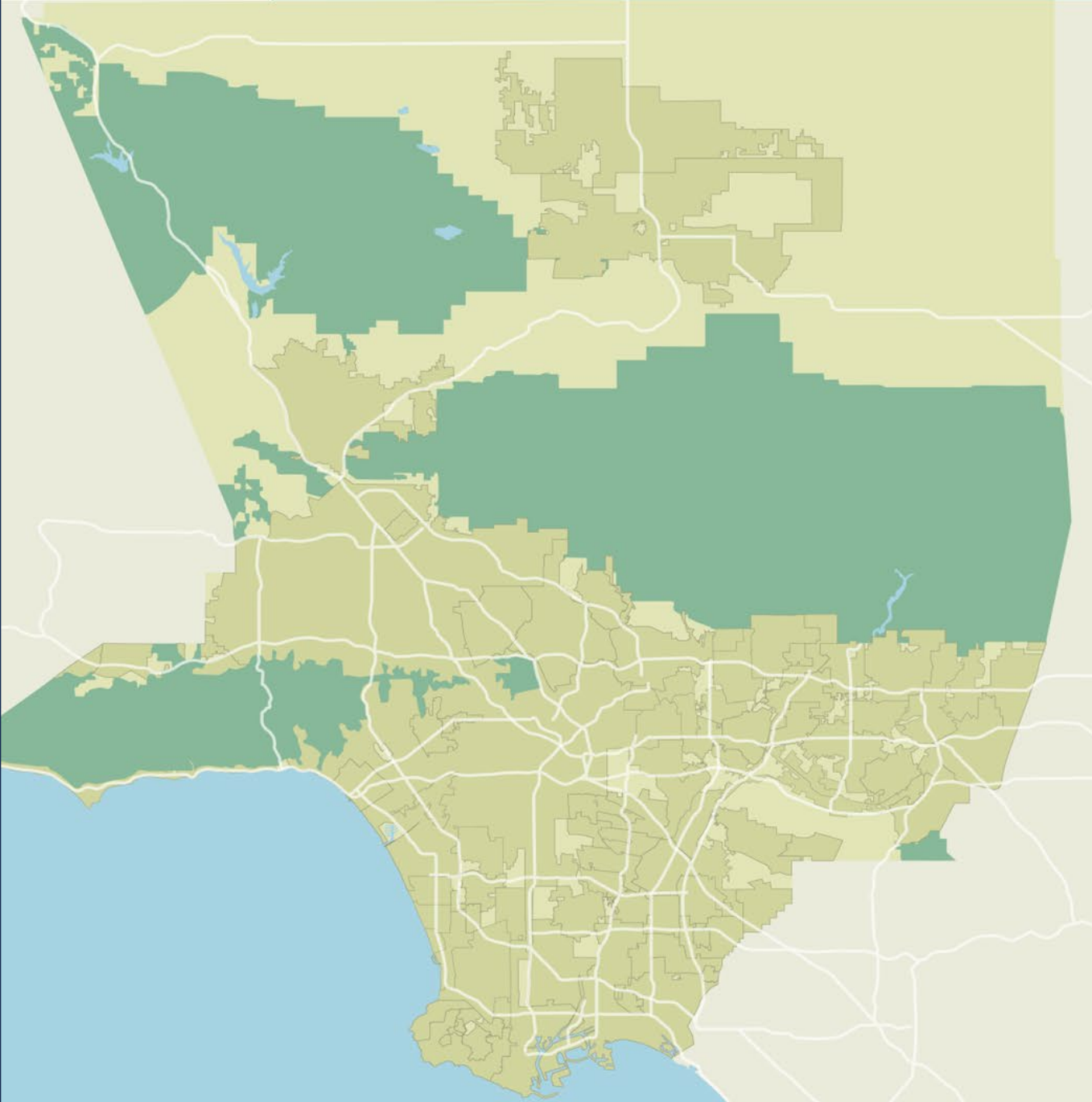
NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$150.0 million for Proposition A, \$150.0 million for Proposition C, \$500.0 million for Measure R, \$650.0 million for Measure M and \$200.0 million for toll revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.



Item # 15

Fiscal Year 2025 (FY25) Proposed Budget

Agenda



1. BUDGET HIGHLIGHTS

- > FY25 Proposed Budget: Revenues vs Expenditures
- > Transportation Infrastructure Development (TID)
- > Metro Transit – Operations
 - Enhancing Customer Experience
- > Metro Transit - Capital Improvement Program (CIP)
- > Regional Allocation & Pass-throughs
- > Other Programs

2. EXPANDED PUBLIC ENGAGEMENT

- > Public Outreach & Stakeholder Engagement Calendar

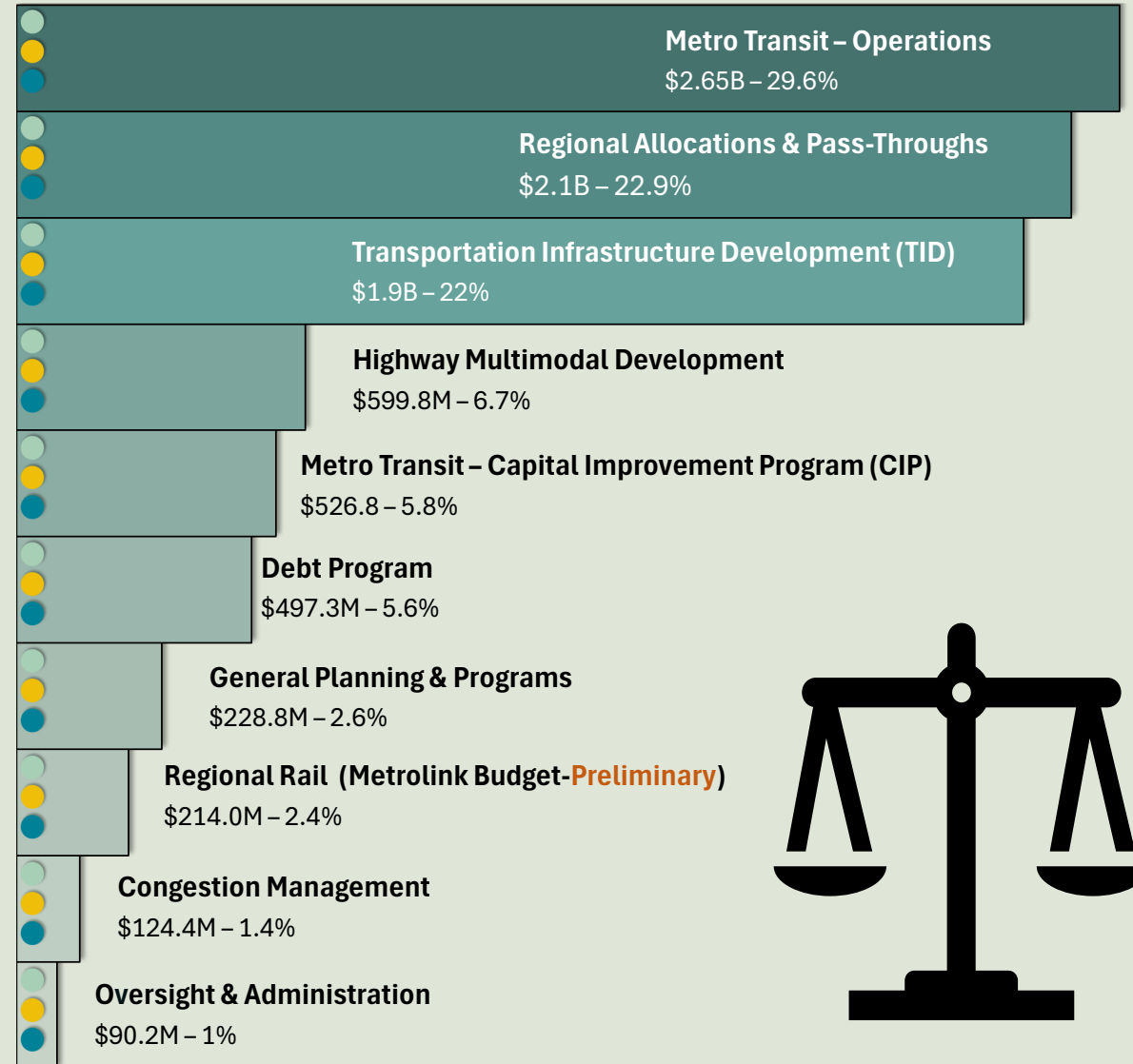
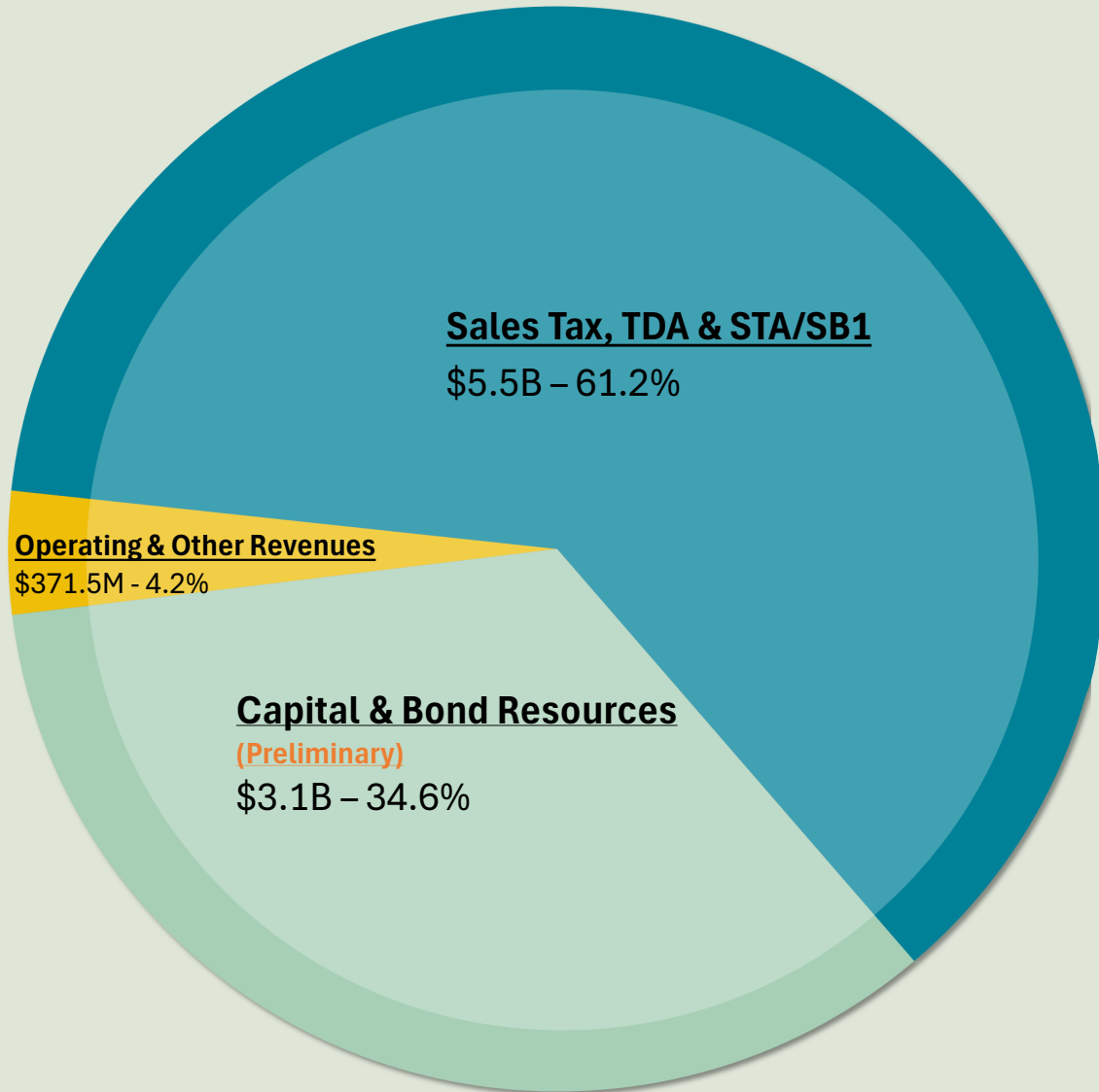
3. MAY BOARD REPORT FY25 BUDGET ADOPTION



RESOURCES: \$9.0B

EXPENDITURES : \$9.0B

BALANCED





Initiation

Planning

Engineering

Procurement

Construction /Integration

Operations/Activation /Integration

Transit Planning Projects: \$352.4M

C Line Extension to Torrance	\$ 58.3
Countywide BRT Planning	2.4
E Line Eastside LRT Phase 2	45.5
Eastside Access	0.6
K Line Northern	8.3
North San Fernando Valley BRT	2.0
Rail & Bus Ops Control Center	16.9
Sepulveda Corridor	60.5
SGV Feasibility Study	1.0
Southeast Gateway Line	136.8
Vermont Transit Corridor	20.1

- > Planning & studies increased by 62.4% over FY24
- > Planning projects continue to advance to various stages

Transit Construction Projects: \$1,612.5M

A Line Extension to Pomona	\$ 146.7
Airport Metro Connector	143.5
D Line Extension (all sections)	694.7
East San Fernando Valley LRT	281.3
Expo Closeout	2.9
G Line BRT Improvements	106.8
K Line (Crenshaw)	21.0
North Hollywood to Pasadena BRT	114.4
Regional Connector	37.7
Systemwide	63.5

- > Construction cashflow decreased 29.3% from FY24
- > All major construction projects continue to progress





Bus Service
\$1.75B

- > 7.16M RSH
- > Improving Speed and Reliability
- > Advancing NextGen Initiatives
- > 3.6% increase over FY24 est. RSH actuals



Rail Service
\$855.0M

- > 1.40M RSH
- > New 10-minute service: B & D lines
- > 2 New Stations – Airport Metro Connector & Aviation Century
- > 16.4% increase over FY24 est. RSH actuals



Metro Micro
\$41.9M

- > 271.4K RSH
- > Pilot program extended - September 2024



RSH = Revenue Service Hours

OVERVIEW

- > RSH for FY25 reflects a 5.3% increase over FY24 estimated actuals
- > PLE 1 & A-line - Pomona Extension Testing
- > A and E Lines enhanced frequencies (8-min peak /10-min off-peak)
- > C and K Lines 10-min daytime frequency introduced in December 2023 until end of 2024.
- > Planned launch of C Line & K Line with improved weekday peak frequency of 8-min by end of 2024.
- > B & D lines improved frequency to 10 minutes



NextGen	Public Safety Multi-layer Approach	Cleaning	Station Experience
<ul style="list-style-type: none"> > Bus Priority Lanes, curb modifications & layover optimization > Camera Bus Lane Enforcement > North San Fernando Valley Bus Rapid Transit Network Improvements - bus shelters 	<ul style="list-style-type: none"> > Expansion of Ambassador deployment sites and Community Intervention Specialists (CIS) > 53 Additional Transit Security staff for weekends, late nights, and expanding bus-riding teams 	<ul style="list-style-type: none"> > Rail Stations: Custodial staff @ 17 Hot Spots > 7 day/week bus terminal cleaning > 165 new custodial staff & 50 Room-to-Work participants > Safe & Smart public restroom pilot 	<ul style="list-style-type: none"> > Expansion of Westlake MacArthur pilot to Pershing Square, Compton, Firestone, Harbor Freeway, Lake, Norwalk, & Pico > Improve lighting, ventilation, fare gates, cameras, elevator safety & public restrooms 

OVERVIEW

- > Reassessing safety protocols
- > Upholding accessibility & affordability in transit choices

- > Additional staff to enhance station experience
- > Continuing Room to Work program – increased capacity
- > Daily Terminal cleaning includes 4 terminals; 7-days a week



Bus
\$141.7M

- > NextGen implementing Bus Priority Lanes, curb modifications, & layover optimization
- > Zero Emission Bus Fleet and Infrastructure
- > Transit Signal Priority
- > Bus Mobile Validators



Rail
\$225.7M

- > New Rail cars for PLE 1/2/3 service expansion & replacement
- > Station enhancements including lighting, art, & security for customer experience initiative



Other Asset Improvement
\$159.4M

- > Ticket Vending Machines
- > Enhanced CCTV
- > Technology



OVERVIEW

- > \$526.8M reflects a 2.3% or \$12.5M decrease from FY24
- > Significant investments made in Transit Signal Priority (TSP) & Bus Mobile Validators (BMV) for all door boarding
- > Investments in track/tunnel intrusion technology & improvements to signage/wayside throughout the system
- > Tech enhancements to improve the customer experience, including EV charging stations



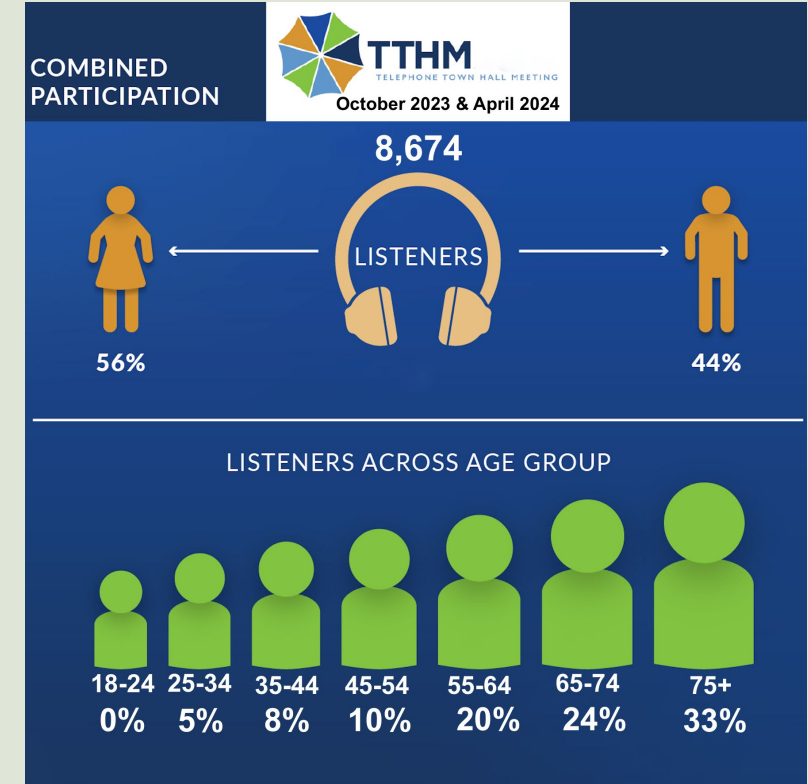
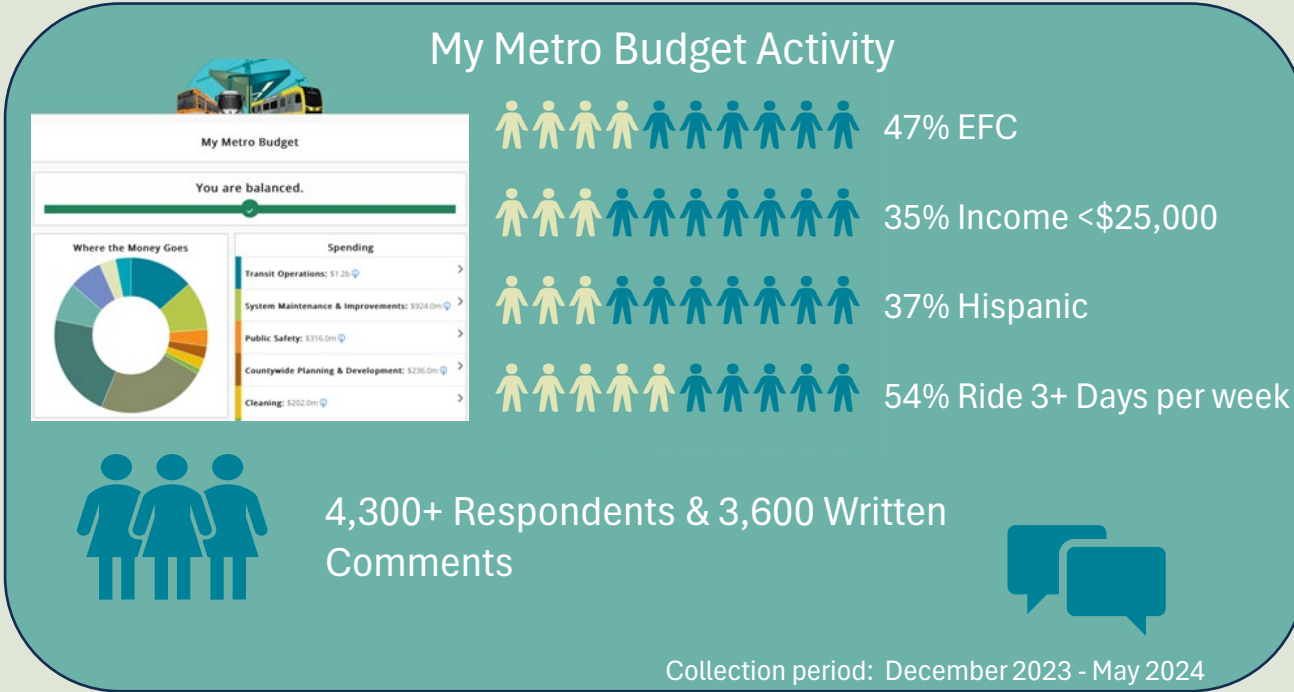
<u>Highway Multimodal Development:</u> \$599.8M	<u>Regional Rail:</u> \$214.0M *	<u>General Planning & Programming:</u> \$228.8M	<u>Oversight & Admin:</u> \$90.2M	<u>Debt Program:</u> \$497.3M	<u>Congestion Management:</u> \$124.4M
<ul style="list-style-type: none"> > \$599.8M reflect a \$18.3M or 3.0% decrease over FY24 > ExpressLanes cashflow increased due to I-105 ExpressLanes project > Bus-Only Lanes & NextGen Bus Initiative increased 32% from FY24 	<ul style="list-style-type: none"> > \$214.0M reflects a 32% or \$100.5M decrease from FY24 > Double Tracking & Grade Separation transitioning to construction phase > *FY25 Metrolink budget -- pending approval 	<ul style="list-style-type: none"> > \$228.8M reflects a 3.6% or \$8.6M decrease from FY24 > Active Transportation, Bike & Other \$95.8M > Property Management \$76.8M > Financial, Grants, Management & Admin \$48.3M > Unsolicited Proposals, P3 & Other \$7.9M 	<ul style="list-style-type: none"> > \$90.2M reflects a 7% or \$5.9M increase from FY24 > O&A is approximately 1.1% of FY25 Preliminary Budget > Ongoing activities: Legal services, ethical compliance, Office of Inspector General services, regulatory environmental assessments & mandated audits 	<ul style="list-style-type: none"> > \$497.3M reflects a 1.5% or \$7.5M increase from FY24 > Debt service costs for existing debt to fund Measure R/M construction projects and other capital projects 	<ul style="list-style-type: none"> > \$124.4M reflects a 4.8% or \$6.3M decrease from FY24 > Freeway Patrol will procure new tow service contracts including service & vehicles > Rideshare Services will experience an increase in the Board-approved vanpool subsidy which is offset by a decrease in labor due to staff realignment



Local Return, TDA 3 & 8 \$921.4M	Regional Transit \$779.1M	Major Projects \$211.0M	Other Local Programs \$81.7M	Fare Assistance (LIFE Program) \$34.3M	Regional Federal Grants \$23.7M
<ul style="list-style-type: none"> > Allocations to 88 cities & LA County for transit & mobility improvements > Local Return - Prop A & C, Measure R & M > TDA Articles 3 & 8 	<ul style="list-style-type: none"> > Municipal & Local Operators' Funds > Access Services 	<ul style="list-style-type: none"> > Alameda Corridor East Phase II > Antelope Valley Metrolink Line Projects > Inglewood Transit Corridor > Sankofa Park Project 	<ul style="list-style-type: none"> > Call for Projects > Active Transportation & Transit Programs > Congestion Reduction Toll Revenue Grants > Federal Pass-Throughs > Transit Oriented Development Grants 	<ul style="list-style-type: none"> > Low Income Fares is Easy (LIFE) Program provides fare assistance to low-income transit riders 	<ul style="list-style-type: none"> > Job Access Reverse Commute (JARC) > New Freedom Program > Section 5310 > Surface Transportation Program - Local Exchange 

OVERVIEW

- > \$2.1B reflects a \$6.8M or 0.3% reduction from FY24
- > FY25 revenues lower than FY24
- > Separate Board Action on Access Services & Transit Fund allocations (June)
- > Metro allocates funds to transit agencies & jurisdictions for projects
 - > 89% passed through per policy & legislation
 - > 11% for Access Services & LIFE Program



What We Heard:

- Safety & Security
- Cleanliness of System
- Service Frequency & Reliability



What Metro is Doing:

- Safety & Security – 10% budget increase
- Cleanliness of System – 14.4% budget increase
- Service Frequency & Reliability – 5.5% RSH budget increase vs FY24 estimated actuals



October 2023

- > CEO's Telephone Town Hall



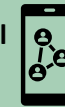
November 2023

- > Launch My Metro Budget Activity
Available in 9 language



December 2023

- > Community group engagement – My Metro Budget Physical Marketing Cards to:
 - * Metro Station Staff
 - * Metro Micro
 - + GoPass
 - + LIFE
 - + On The Move Riders Program
 - + Metro Youth Council
 - + Women & Girls Governing Council
 - + TAP Vendors



January 2024

- > Social Media Launch of My Metro Budget Activity



February 2024

- > Regional Service Councils – Briefings in all Regions
 - + San Gabriel Valley
 - + San Fernando
 - + South Bay Cities
 - + Westside Cities
 - + Gateway Cities
- > Accessibility Advisory Committee
- > Metro Youth Council



March 2024

- > Community Advisory Committee



April 2024

- > CEO's Telephone Town Hall –
 - > San Gabriel Valley COG
 - > Bus Operators Subcommittee
 - > Streets & Freeways
 - > Community Advisory Council
 - > Gateway Cities COG
 - > Telephone Town Hall
 - + Westside Cities COG



May 2024

- > Regional Service Councils, Briefing
- > Technical Advisory Committee
- > Valley Industry & Commerce Association
- > Local Transit Systems Subcommittee
- > Accessibility Advisory Committee
- > San Gabriel Valley COG
- > **Budget Public Hearing**
- > Measure M Oversight Committee



> Note: Updated as additional meetings are scheduled.
 > Ongoing Public Participation



- A. ADOPTING the proposed FY25 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 2. AUTHORIZING a total of 11,283 FTEs, of which 9,275 are Represented FTEs and 2,008 are Non-Represented FTEs; and
 3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees; and
 4. AMENDING the proposed budget to include \$16.4 million for the federal fund awarded to Metro from the Reconnecting Communities and Neighborhoods (RCN) grant for the first set of projects from the Games Mobility Concept Plan and
 5. AMENDING the proposed budget to include \$3.5 million in FY25 for the Operations Central Instruction (OCI) project and approve a Life-of-Project (LOP) budget of \$24.5 million which will centralize training and onboarding for Bus Operators and essential front-line staff and
 6. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B; and
 7. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2024); and



- B. APPROVING the programming of \$10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project. The FY25 Proposed Budget currently has \$30 million for SR-71 South Segment Project which will be adjusted to provide \$10 million for the SR-71 North Segment project and \$20 million for the SR-71 South Segment Project.
- C. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY25 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.



Board Report

File #: 2024-0272, File Type: Project

Agenda Number: 30.

REGULAR BOARD MEETING
MAY 23, 2024

SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and
- B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

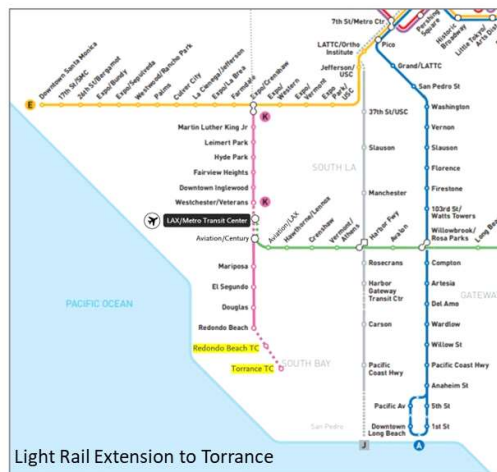
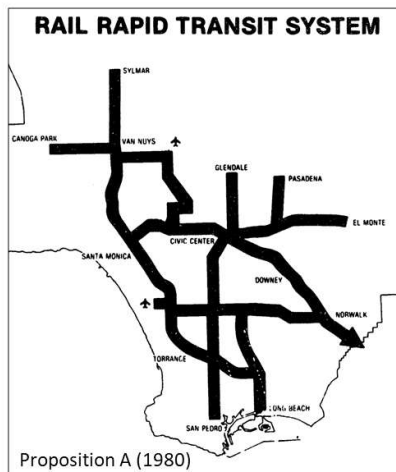
ISSUE

The South Bay lacks a fast, frequent, and reliable transportation option to connect the region to greater Los Angeles (LA) County. This unmet transportation need threatens the South Bay’s economic growth, exacerbates socioeconomic disparities across the County due to limited access to opportunities, and worsens environmental conditions due to auto-related pollutants, greenhouse gas (GHG) emissions, and energy use. The C Line Extension to Torrance is a critical piece of the rail network to connect people throughout LA County to and from the South Bay, facilitating access to jobs, services, and destinations within the region. Metro is leading the environmental study for the C Line Extension to Torrance Project and prepared a Draft EIR, which was released on January 26, 2023. Pursuant to CEQA, a single alignment (or Locally Preferred Alternative) must be selected by the Metro Board of Directors (Board) to finalize the definition of the Proposed Project and prepare a Final EIR.

BACKGROUND

The concept of a rapid rail connection to the South Bay was first envisioned in 1980 as part of

Proposition A, the first sales tax measure to fund the regional rail system. Connecting the rail network to the South Bay has been a long-term regional goal to provide a fast and reliable connection to the area, strengthening economic opportunities and reducing environmental impacts associated with projected auto use.



In 1993, Metro purchased the Harbor Subdivision corridor, a 26-mile freight rail corridor that connects Downtown LA to San Pedro, with the intent of expanding passenger rail access across LA County. In 1995, Metro opened the Green Line (now C line) that travels between Norwalk and Redondo Beach along segments of I-105 and the Harbor Subdivision corridor, referred to as the Metro Right of Way (ROW). In 2009, Metro completed a planning study to extend transit service to the Ports of San Pedro Bay and Long Beach, using the Metro ROW, while maintaining existing freight service operated by railroads. The 2009 Study identified the segment between Redondo Beach and Torrance as the top priority for rail service. Over the years, Metro has led additional planning studies to advance the Project, based on the funding available.

The Project was allocated funding from voter-approved Measure R in 2008 (\$272 Million), Measure M in 2016 (\$619 Million), and a state grant in 2018 (\$231 Million) from the California State Transportation Agency (CalSTA). The Measure M Expenditure Plan identified 2030-2033 as the opening year for the Project. In 2018, the Board authorized Metro to begin environmental clearance for the Project.

On January 29, 2021, Metro published a Notice of Preparation (NOP) to solicit public comments on the scope, content, and information that should be considered as a part of the Draft EIR for a proposed light rail transit line that would extend approximately 4.5 miles from the end of the existing Metro C Line in Redondo Beach southeast to Torrance. Metro held an agency-specific scoping meeting on February 23 and two public scoping meetings on February 24 and 27 during a 60-day comment period, which ended on March 29, 2021. All scoping meetings were held virtually via Zoom due to LA County Safer at Home orders during the COVID-19 pandemic.

On January 26, 2023, Metro released a Draft EIR, which describes the “Proposed Project” as a light rail extension with elevated and street-level (at-grade) sections traveling primarily along the Metro-owned ROW, from the Metro Redondo Beach (Marine) Station to the new Mary K. Giordano Regional Transit Center (Torrance Transit Center) through the cities of Lawndale, Redondo Beach, and Torrance. The Draft EIR discloses potential environmental impacts generated by the Proposed Project and mitigation measures to reduce or eliminate impacts. The document also evaluates two Options in the north: the Trench Option, which travels below street level along the Metro ROW, and the Hawthorne Option, which travels along I-405 and Hawthorne Blvd. South of 190th Street, all three alignments (Proposed Project, Trench Option, and Hawthorne Option) are the same and terminate at the Torrance Transit Center, which provides bus connections to the greater South Bay and Palos Verdes Peninsula. The three light rail alignments were studied at equal levels of detail with no preference identified. The Draft EIR also identified three “Alternatives to the Proposed Project” as required by CEQA, that would lessen or avoid significant Project-related impacts, including: the Hybrid Alternative, a High Frequency Bus Alternative, and a No Project Alternative.

In addition to the Draft EIR, Metro published several other reports analyzing the rail alignments including ridership, user benefits, cost, schedule, real estate needs, changes to traffic and parking, and other technical issues. Metro collected approximately 2,200 public comments on the Draft EIR over a 61-day public comment period in early 2023, which included five public hearings (four in-person and one virtual).

In September 2023, staff provided a Receive & File Report and presentation to the Metro Board Planning & Programming and Executive Management Committees to summarize the key findings from the Draft EIR and technical reports, public comments received on the Draft EIR, input from stakeholder engagement, and results from a market research phone poll.

On September 27, 2023, Director Mitchell requested that Metro postpone a vote on an LPA for the Project so that her team could walk the alignments, host at least one public meeting with support from Metro, and approach state and federal partners about financial opportunities for the Project, given the considerable cost differences between the alignments studied. In December 2023, Metro supported Director Mitchell’s team to host a community walk of the alignments and a community meeting in January 2024 to discuss mobility conditions and visions for the future in small groups. Feedback received from these events is summarized and posted to the project website at www.metro.net/clineext <<http://www.metro.net/clineext>>.

DISCUSSION

Project Need & Benefits







The South Bay is a major job center in LA County and suffers from congested roadways and freeways, limited transit service, and high housing costs. The affordable housing crisis in LA County is exacerbating regional congestion with people commuting long distances to jobs because they cannot afford to live near their work and limiting economic mobility. Data from the Southern California

Association of Governments (SCAG) anticipates the jobs will grow twice as fast as the population, exacerbating the jobs-to-housing imbalance in the coming decades. Congestion is projected to worsen by 30% by 2045, which affects air quality, energy use, and greenhouse gas (GHG) emissions.

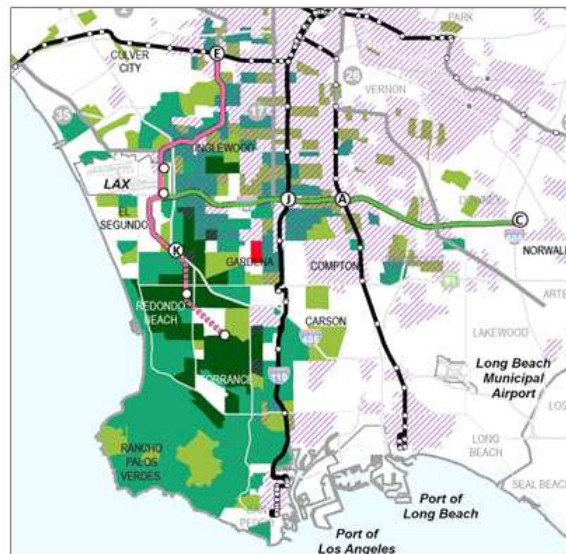
By providing a fast, frequent, and reliable transit option to the South Bay, the Project would improve environmental and economic outcomes across LA County and:

- Expand access to opportunities with ~3.6 million project boardings per year,
- Attract ~1.5 million annual new riders to the Metro system,
- Generate over 15,000 jobs (8,600 construction and 6,400 non-construction),
- Reduce travel times across the region,
- Connect two new bus transit centers to the expanding rail network,
- Help address climate change by shifting drivers to transit and reducing:
 - Auto Travel/Congestion: ~19.5 million vehicle miles traveled per year,
 - GHG emissions: ~2,370 metric tons of CO2 equivalent per year,
 - Regional energy use: ~41 million megajoules per year.

With the recent Metro Board-adopted K Line operating plan, the Project would serve as a southern extension of the K Line, providing travelers with a direct ride from Torrance to Los Angeles International Airport (LAX) in 19 minutes. The Project would provide significant travel time savings between the South Bay and greater LA and link many Equity Focus Communities (EFCs) to employment centers along the C, K, and E Lines. The Project benefits extend far beyond the Project area as seen in the green areas on the map below.

-   Expo/Crenshaw: 34.5 minutes
-  Downtown Inglewood: 23.5 minutes
-   LAX (AMC): 19 minutes
-  Torrance Transit Center (terminus)

Source: Metro, 2023, Travel Benefits Analysis in 2042. Green areas indicate travel time savings. Purple hatch indicates Equity Focus Communities (EFCs)



City Investments in Transit Centers along Metro ROW

Based on previous phases of planning for the Project, the Cities of Redondo Beach and Torrance each purchased land adjacent to the Metro ROW to construct new bus transit centers to connect to future Metro rail stations, approximately \$45 million of public investment combined. After two decades of planning, both transit centers opened in the spring of 2023. Both cities would like Metro to consider their transit investments in the bus centers as in-kind contributions to satisfy their 3% local match contribution for the Project. Following the selection of an LPA, Metro would begin coordinating with the cities on first and last mile planning (FLM) and analyze what elements of the recently constructed bus centers may be eligible to be considered as in-kind contributions to satisfy the 3% local match contribution per the Measure M Ordinance.

Environmental Review Process

Per CEQA, the EIR must include a well-defined Proposed Project to provide clarity to the public on the Project scope, potential environmental impacts, and mitigation measures. The selection of the LPA will be used to update the description of the Proposed Project, narrowing the study of multiple alignments to a single preferred alignment in the Final EIR with related mitigation measures. Project approval would occur after the completion and public release of the Final EIR, estimated to be typically 18-24 months after the LPA is selected. Metro is the Lead Agency under CEQA; therefore the Board has the authority to certify the Final EIR and approve the Project to advance toward implementation and pursue potential discretionary permits, reviews, and approvals.

Community Engagement and Common Themes

Metro has led extensive community engagement both in person and virtually during the environmental review process, working to share information with the community on the Project through videos, interactive websites, public meetings and briefings, to listen and learn about local concerns through neighborhood walks and transit rider intercepts, and to respond to questions and document feedback for transparency. To provide responses to common questions Metro has received at community events and forums, Metro developed a 18-page set of frequently asked questions (FAQs). The FAQs are available on the Project website, as are summary reports of all engagement events at metro.net/clineext. Feedback from community engagement has helped inform the staff recommendation. Staff will continue to update the FAQs and project materials to make project facts and information readily available. Per CEQA, Metro will formally respond to all comments provided during the Draft EIR public comment period in the Final EIR.

Winter 2023/24 Engagement with Director Mitchell

Per Director Mitchell's request to hold additional public engagement before the Board considers an LPA selection, Metro supported two community events. In December 2023, Director Mitchell and Metro hosted a neighborhood walk in Lawndale with approximately 200 community members, who walked in small groups along the proposed rail alignments (Metro ROW and Hawthorne Blvd) with facilitators to discuss concerns, share ideas, and ask questions.

Also led by Director Mitchell with Metro's support, in January, approximately 50 community members gathered for a visioning exercise at Springhaven, an affordable housing development located near the Metro C Line Willowbrook/Rosa Parks Station. This meeting was conducted in a "charette" format

where participants broke into small groups at tables to discuss questions about the future of the South Bay and related transportation needs and solutions. Prompts included: “As a 3rd grader who grows up living in the South Bay, what is working about transit in the South Bay and what is not?” and “After 20 years, our 3rd grader has grown up, what will they see where the C Line Extension site is located?” The questions helped spur a constructive discussion about the future of LA County and what types of investments are needed to make the South Bay more accessible and livable. Both events allowed community members with different viewpoints to listen to each other’s concerns and engage in dialogue. A summary of events and input received is available on the project website at www.metro.net/clineext <<http://www.metro.net/clineext>> and shared with stakeholders through our project newsletter.

Metro has reviewed the comments and questions from these events. Many of the comments touched on similar areas of concern to those received on the Draft EIR and at other forums of community input. Through listening to the discussion, Metro found that attendees placed a greater emphasis on protecting greenspace, safety for children and families to walk and cycle in neighborhoods, first/last mile improvements, and better mobility options to help spur economic development in the South Bay. This round of outreach also surfaced more questions related to construction near homes and the real estate process. Metro has a fact sheet on the real estate coordination and acquisition process for Metro projects on our website. Lastly, the feedback from recent community engagement demonstrated strong support for a rail extension to Torrance. Metro has worked to address major community concerns (e.g. noise, vibration, greenspace, safe streets, changes to properties and home values) through design strategies and mitigations in the staff recommendation.

In response to recent questions from the community, Metro has updated and added to our Project FAQs to provide responses and clarifications. For example, the FAQs clarify:

- Metro has experience building light rail in other residential neighborhoods in LA County and has worked with communities to mitigate noise and vibration through sound walls, special trackwork and other strategies, and create new walking/cycle paths with greenery to enhance access and neighborhood spaces.
- While the width of the Metro ROW varies from 75 feet to over 150 feet, there is sufficient width to fit the Project without acquiring residential properties. No homes are identified for acquisition in the Draft EIR.
- Existing freight tracks and crossings would be rebuilt and modernized with new trackwork and equipment to reduce noise and vibration and improve safety through a quiet-zone-ready corridor if the ROW was selected. This would eliminate existing freight horn noise in the neighborhood.
- Metro has met legal requirements under CEQA to appropriately address the headstone uncovered in Lawndale in September 2023 and any future discovery of human remains. The Draft EIR includes mitigation measures to address how to handle the discovery of human remains and/or burial sites during construction. Metro has experience with this scenario on other projects and will abide by all laws to maintain sanctity of any human remains and burial artifacts found in the Project corridor.
- Metro has evaluated ridership projections, project benefits and cost and prepared a cost/benefit summary below to respond to recent questions on cost effectiveness.

As part of the next phase of work, pending an LPA selection, Metro will conduct real estate surveys and perform geotechnical investigations to gather more information on subsurface conditions, property lines, easements, and encroachments to provide more information in the Final EIR and respond to public comments on the Draft EIR.

Alignments and Alternatives Studied in Draft EIR

As mentioned earlier, the Draft EIR evaluates three light rail alignments at equal levels of detail with no preference identified and three “Alternatives to the Proposed Project” as required by CEQA, that would lessen or avoid significant Project-related impacts. The Metro Board may select the Proposed Project, Options, or Alternatives as the LPA based on their comparative merits and impacts.

The table below provides a comparison of the Alignments & Alternatives studied in the Draft EIR to address community questions on ridership and travel benefits as they relate to cost.

- Project Trips: number of trips that use the new stations on the Project.
- New Riders: number of new riders who were not previously using transit and will use Metro transit based on the Project.
- VMT Reduction: reduction of auto use (vehicle miles traveled) due to Project.
- Travel Time Savings (User Benefit) /Trip: reduction of trip time for travelers throughout the transportation system with Project.
- Cost Per New Rider: Ratio of construction cost compared to annual new riders.
- Cost Per Project Trip: Ratio of construction cost compared to annual trips.
- Cost Per VMT Reduced: Ratio of construction cost compared to the annual reduction of vehicle miles traveled due to Project.

Comparison	Metro ROW (Elevated/ At-Grade)	Trench Option (ROW)	Hybrid Alt (ROW)	Hawthorne Option	High Frequency Bus Alt
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M	~1.29M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M	~396K
Annual VMT Reduction	~19.51M	~19.51M	~19.51M	~19.39M	~2.28M
Travel Time Savings/Trip (minutes)	22	22	22	19.7	18.2
Cost/ Annual New Riders	\$1,318	\$1,905	\$1,497	\$1,695	\$338
Cost/ Annual Project Trips	\$534	\$772	\$607	\$595	\$103
Cost/Annual VMT Reduced	\$101	\$146	\$115	\$153	\$59

Source: Metro (2024)

The following section describes the opportunities and challenges for the Alignments & Alternatives studied in the Draft EIR, summarizing key considerations in the table below. See Attachment A for a more detailed comparison.

ATTACHMENT C: Metro C (Green) Line Extension to Torrance
 Comparison of Alignments & Alternatives Evaluated in Draft EIR

DRAFT March 20, 2024

SUMMARY TABLE

Comparison	Metro ROW (Elevated/At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Auto Reduction & Travel Time Savings	●	●	●	●
Cost & Funding	●	○	●	○
Approvals & Key Agreements	●	●	●	●
Real Estate Needs	●	●	●	○
Constructability	●	○	●	○
Station Connections & TOD Potential	●	●	●	●
Safety Enhancements	●	●	●	●
Light Rail & Freight Noise Mitigation	●	●	●	●
Permanent Changes to Street & Parking	●	●	●	●

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ●, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.

Source: Metro (2024)

Metro ROW Elevated/At-Grade Alignment: Travels along the Metro ROW for the entire 4.5-mile length with two new stations at the Redondo Beach Transit Center and Torrance Transit Center. All streets are grade-separated for light rail except for 170th and 182nd Street.

Opportunities: To address community interest in public greenspaces and concerns around noise and vibration, the alignment includes three neighborhood paths (one in each city) within the Metro ROW where feasible, noise and vibration reduction strategies, and mitigation measures including sound walls, special track work, and freight improvements to create a quiet-zone-ready corridor. A quiet zone corridor includes enhanced safety features at rail crossings to eliminate the need for freight trains to blow their horn (as required at 96 to 110 decibels) within a quarter-mile of every freight crossing. Metro would fund the construction of freight improvements and support local cities through the quiet zone corridor application and approval process with the California Public Utilities Commission (CPUC) and the Federal Railroad Administration (FRA). The Elevated/At-Grade ROW alignment requires the fewest acquisitions (approximately three parcels) to build as the construction would be staged within the Metro-own ROW. No residential properties are identified for acquisition. This alignment has the shortest construction schedule and lowest construction cost of the alignments studied (\$1.9B).

Challenges: The light rail travels through a residential community with two at-grade light rail crossings at 170th and 182nd Street, which are walking routes to elementary schools. The introduction of light rail would result in a long-term significant and unavoidable noise impact due to the light rail crossing gates and bells and less-than-significant delays to emergency responders. The CPUC reviewed the Draft EIR and recommended that Metro grade separate 170th and 182nd Street based on the increased frequency of train activity at the two light rail crossings and their proximity to schools. This alignment requires shifting the freight line closer to Breakwater Village (a senior living community between Artesia Blvd and Grant Ave) and would include relocation of underground utilities lines in some locations including gas, fiber, sewer, and a jet fuel line for LAX.

Trench Option: Travels along the Metro ROW with 1.8-miles of the alignment traveling below street level in an open-air trench, making this alignment fully grade-separated.

Opportunities: The grade separations avoid significant long-term noise impacts, potential delays to emergency responders, and shifting freight closer to Breakwater Village (a senior living community). Like the Elevated/-At-Grade alignment, the Trench Option would include neighborhood paths, noise and vibration strategies including sound walls and a quiet-zone-ready corridor. Acquisitions are minimal (approximately five parcels) as the construction would be primarily staged in the Metro ROW. No residential properties are identified for acquisition.

Challenges: Due to extensive excavation, the Trench Option would result in an air quality impact during construction. To avoid a major underground storm drain that cannot be relocated, the Trench Option would require deep excavation (between 35-45 feet below ground) in the northern section of

Lawndale. The Trench would include other underground utility relocations in some places including gas, fiber, sewer, and a jet fuel line. Excavation near residential properties while maintaining freight operations would be a slow and complex construction process, resulting in the longest construction schedule and second highest construction cost (\$2.84B). The high cost of the Trench Option would also likely require that Metro complete NEPA to be eligible for federal funding. Completion of NEPA could add approximately two to four years of environmental review and approvals.

Hawthorne Option: Travels within Caltrans ROW along the western embankment of I-405 before turning onto Hawthorne Blvd and traveling in the center median of the street, which fully grade separates this Option.

Opportunities: A single station along Hawthorne Blvd would be located south of Artesia Blvd, near the South Bay Galleria. Light rail noise would be mitigated with sound walls and special trackwork. This alignment has fewer homes adjacent to the light rail line and is located on a commercial corridor.

Challenges: The alignment encroaches into Caltrans ROW to avoid acquiring residential homes near I-405. Caltrans also has jurisdiction over sections of Hawthorne Blvd, which is a state highway (Route 107) with an average daily traffic (ADT) of 70,000. The encroachment would require a longitudinal encroachment permit from Caltrans, which would require review and approval from the U.S. Department of Transportation (U.S. DOT) and Caltrans, and completion of federal environmental clearance under NEPA, which could add approximately two to four years of environmental review and approvals. Most of the construction would be staged in the street, reducing roadway capacity with lane closures, which would eliminate street parking in some areas and exacerbate existing traffic congestion over the five-to-seven-year construction period. There are approximately 170 businesses that front this section of Hawthorne Blvd. This alignment has the highest number of property acquisitions (~13 commercial parcels including an auto dealership, auto repair shops, self-storage site, furniture store, gas station, strip malls, and billboards). Several major utilities would need to be relocated, including an underground storm drain in the center of Hawthorne Blvd and three sets of overhead high voltage transmission lines that would need to be raised to avoid the elevated rail. The elevated structures and longer project approval process result in the highest construction cost of the alignments studied (\$2.96B), which would necessitate Metro to pursue federal funds. The Hawthorne Option would not include any improvements along the Metro ROW (e.g. freight noise, vibration and safety improvements, neighborhood paths). Lastly, the station would not directly connect to the new Redondo Beach Transit Center, which is a half-mile away.

Hybrid Alternative - Staff Recommendation for Proposed Project in EIR: The Hybrid Alternative is similar to the Elevated/At-Grade Alignment, which travels along the Metro ROW for the entire length. The Hybrid Alternative differs from the Elevated/At-Grade Alignment in that it includes two grade separations (under-crossings) at 170th Street in Lawndale and 182nd Street in Redondo Beach, resulting in a fully grade separated line.

Opportunities: The Hybrid provides direct connections to the new two transit centers in Redondo Beach and Torrance, including three new walking paths in the neighborhoods, and multiple noise and vibration reduction strategies (e.g. sound walls, special trackwork, freight improvements with quiet-

zone-ready corridor). The Hybrid has minimal acquisitions (approximately three parcels) as construction would be staged in the Metro ROW. No residential properties are identified for acquisition. The two proposed under-crossings at 170th and 182nd Street would eliminate long-term noise impacts, avoid potential delays to emergency responders, enhance safety along school routes, and improve operations with a fully grade separated line. The Hybrid Alternative also avoids shifting freight closer to the Breakwater Village senior living community, a key concern from community members.

Challenges: The Hybrid includes the same utility relocations as the Elevated/At-Grade Alignment. The two under-crossings add approximately one year to the construction schedule compared to the Elevated/At-Grade Alignment and would increase costs to \$2.23B.

High Frequency Bus (HFB) Alternative: The HFB Alternative would provide a bus route between the Redondo Beach (Marine) Station and Torrance Transit Center with four new bus stops and 10-minute service during peak periods.

Opportunities: The HFB Alternative would have a shorter construction period and lower cost than light rail at \$134M and avoids noise impacts, acquisitions, and major utility relocations.

Challenges: The HFB would not have the same capacity as rail to support anticipated growth in the South Bay, putting additional strain on the transportation network. The HFB Alternative would operate on congested city streets with a level of service (LOS) between C and F and congestion is anticipated to worsen with future growth in the region, reducing travel time. Rail attracts 65% more transit trips and results in 88% greater reduction of auto use (VMT) to help reduce air pollution and GHG emissions, which contribute to climate change.

No Project Alternative: The No Project Alternative assumes no transportation project is implemented to connect the Redondo Beach (Marine) Station to the Torrance Transit Center.

Opportunity: Avoids construction disruption and related potential environmental impacts.

Challenges: Fails to address the Project need and objectives of meeting future travel demand and improving mobility and expanding access to the South Bay. The No Project Alternative could result in a loss of the \$231 million TIRCP grant, intended for a transit project as Metro would not be advancing the Project in good faith per the award.

Staff Recommendation for Locally Preferred Alternative

The staff recommendation was developed to maximize benefits (both for the immediate neighborhoods and greater region) and minimize risks for successful Project implementation. At a regional level, the Hybrid Alternative connects to the South Bay to the rail network, expanding access to jobs, housing, schools, and daily needs. At a local level, the Hybrid Alternative provides several benefits to the adjacent neighborhoods including: two new rail stations with direct connections to regional bus transit centers, three new neighborhood walking paths where sidewalk lack today, and a safer, quieter freight line where BNSF operates today. The Hybrid Alternative is designed to respond

to community concerns and minimize construction disruptions and long-term impacts to the community. Below is a summary of how the Hybrid Alternative addresses community input received during public engagement and public comment on the Draft EIR:

- **Easy access to transit:** Provides direct and convenient rail access to the newly constructed bus centers in Redondo Beach and Torrance for seamless bus-to-rail transfers, leveraging approximately \$45 million of recent public investment.
- **Limited real estate needs:** Minimizes property acquisitions as the majority of construction would occur on Metro property (Metro ROW). No residential homes have been identified for acquisition.
- **No changes to parking and traffic:** Avoids changes to streets and parking with fully grade-separated light rail.
- **Public space, landscaping, and greenery:** Provides three new neighborhood paths (over 1.2 miles) along the rail corridor (one in each city) to include trees, landscaping, and lighting to improve pedestrian walkability, safety, and neighborhood access and community spaces where sidewalks are lacking today. Metro will work with communities on the design of the neighborhood paths.
- **Safe routes to schools:** Enhances safety for families walking between home and school by locating light rail below the street level to avoid interfacing with pedestrians, cars, and cyclists at 170th and 182nd Street.
- **Reduces noise & vibration impacts:** Eliminates a potentially significant and unavoidable noise impact to homes near 170th Street with light rail under-crossing, and mitigates light rail noise and vibration through sound walls and special trackwork along the corridor.
- **Improves existing freight:** Reduces existing freight horn noise and vibration along the corridor and improves freight rail safety by modernizing eight freight crossings with new quad gates, trackwork and other upgrades to be quiet-zone-ready.
- **Avoids freight relocation near sensitive uses:** Avoids shifting freight to the west between Artesia Blvd and Grant Ave, which was a key concern for residents at Breakwater Village, a senior living community.
- **No delays to emergency responders:** Eliminates potential delays to emergency responders at 170th and 182nd Street with light rail grade separations to allow vehicles to pass along these streets without interfacing with light rail service.
- **Privacy:** Lowers the grade (height) of the light rail tracks south of 182nd Street to be less visible to adjacent homes in Redondo Beach based on community input. Metro will work with communities on the design of sound walls to further serve as privacy elements.
- **Safety and security:** Includes the development of a safety and security plan, in partnership with the cities and law enforcement to meet Metro station and end-of-line needs.

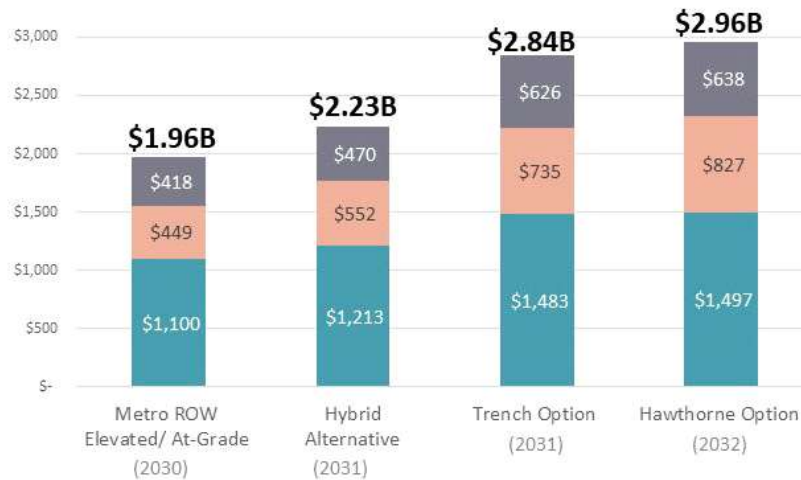
Cost Estimates & Construction Schedule

The Hybrid Alternative is estimated to cost approximately \$2.23 billion when escalated to 2031 (midpoint of construction) with 2034 as the anticipated opening year. The cost estimates were developed by two professional cost-estimating firms with support from the Metro Cost Estimating Department. The cost estimates include three key components and follow the Federal Transit Administration (FTA) based on the early level of design:

- 1) construction costs in 2022\$ including labor, materials, professional services,
- 2) escalation (3.5% annual assumed) to the midpoint of construction, and
- 3) contingency (~40%) to account for known and unknown project risks.

The two recommended grade crossings at 170th and 182nd Streets add approximately one year to the construction schedule and increase the construction cost by approximately \$113 million (or \$270 million including escalation and contingency) compared to the ROW Elevated/At-Grade Alignment. However, the additional cost for the two grade separations delivers multiple long-term benefits for the community (reduced noise and vibration, enhanced safety) and improves overall operations and maintenance for Metro with a fully grade-separated light rail line. The cost estimates will be updated as part of the next phase of design, and the recommended contingencies will be revised based on more detailed engineering and risk assessment.

Follows FTA Guidance
 Based on 15% Design
 Blue= 2022\$ Costs
 Orange = Escalation 3.5%
 GREY = Contingency (~40%)
 Escalation is set to midpoint of construction, which varies by alignment. Contingency varies by SCC code.
 Cost estimate is assigned an accuracy range with upper limit of 30%, based industry best practices. As design advances, cost estimates will be updated.



Source: Metro (2024)

Project Schedule Comparison

	Measure M (2030-2033)													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Metro ROW (Elevated/At-Grade)	CEQA		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction					Fall 2033		
Trench Option	CEQA		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction							Winter 2036
Hawthorne Option	CEQA		Caltrans PA&ED		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction					Fall 2035
Hybrid Alternative	CEQA		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction					Winter 2034		

Schedule prepared in 2023 and will be updated pending Metro Board selection of a preferred alignment (Locally Preferred Alternative)

Project Schedule*	Measure M (2030-2033)													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction					Sep-33		
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation		Construction						Dec-34	
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction							Jan-36
Hawthorne Option	CEQA		Caltrans PA&ED		Design/RE Contract Award		BNSF & Utility Relocation		Construction					Sep-35

Source: Metro (2023)

Abbreviations: CEQA: California Environmental Quality Act, BID: Bidding process for contract; RE: Real Estate, PA&ED: Project Approval and Environmental Document

Project Funding Strategy

The Project has secured funding from Measure R, Measure M, Senate Bill (SB) 1, a Transit & Intercity Rail Capital Program (TIRCP) grant, and 3% local contributions. While Measure M funds escalate over time, Measure R, SB1, and the TIRCP funds do not. For the staff-recommended Hybrid Alternative, the current cost estimate in the year of expenditure dollars exceeds the amount of secured funding. To bridge the funding shortfall for the Hybrid Alternative, if selected as the LPA, Metro would seek additional funding from existing state grant programs and the use of existing local sales tax funds. Further transfers of local funds may also be required, given the uncertainty regarding the amount of state grant funding. This can happen if either grant applications are not successful or are less than the amount requested.

The table below outlines potential sources to explore at the local, state, and federal levels to fill the gap for the various rail alignments studied. Because the Project has not been federalized, which would involve additional requirements that have time and cost implications, it is not currently eligible

for federal funding. The high cost of the Trench and Hawthorne Options would likely necessitate that Metro pursue federal funding. This would require Metro to complete federal environmental documentation per NEPA in coordination with the FTA. Completing NEPA and coordinating with the U.S. DOT and Caltrans would add approximately two to four years for environmental review and the FTA project development process.

Funding Strategy	Metro ROW (Elevated/ At-Grade)	Trench Option	Hybrid Alternative	Hawthorne Option
Secured Sources				
Local Sources	Funding Estimate (YOE \$M)			
Measure R	\$272.0	\$272.0	\$272.0	\$272.0
Measure M*	\$828.5	\$828.4	\$828.4	\$878.3
3% Local Match Requirement**	\$59.0	\$85.3	\$66.9	\$88.9
State Sources				
TIRCP Grant	\$231.3	\$231.3	\$231.3	\$231.3
SB1 - Local Partnership Program	\$9.0	\$9.0	\$9.0	\$9.0
Not Yet Secured				
Other Local Funding	\$417.2	\$668.0	\$675.6	\$633.5
Other State Funding	\$150.0	\$150.0	\$150.0	\$150.0
Other Federal Funding	N/A	\$600.0	N/A	\$700.0
Total	\$1,967	\$2,844	\$2,233.5	\$2,963

*The Measure M year of expenditure (YOE) inflation estimate assumes a 3% annual escalation to the year of funding availability. The actual funding amount for Measure M will depend on future sales tax receipts, the Board-approved inflation index used to escalate the sales tax, and when Measure M is expended. The estimated escalation amount is higher for the Hawthorne Option as the construction start date is further out.

**The current cost estimate is based on a 15% design. Final estimate to be prepared at 30% design based on LPA.

Project Implementation, Potential Sequencing & Risk Reduction

To improve the project development process, reduce potential risks, and inform the cost estimating process, the Project team presented to an interdisciplinary team of staff on the Early Intervention Team (EIT) in April 2023. Following the Board selection the recommended LPA, the Project Team will advance the design based on the LPA including additional geotechnical investigations and real estate surveys to help Metro respond to comments in the Final EIR and respond to community concerns about property ownership. Metro will prepare a value engineering analysis and internal reviews on cost-saving measures in coordination with the EIT. The EIT will also support cost and schedule refinement, proposed delivery methods, and funding and financing strategies.

At this early stage in design, Metro is exploring a sequenced project implementation approach to

advance the Project and reduce risk, which can help manage costs, while additional funding is secured given the funding gap. In addition, as part of the next phase of design following LPA selection, A sequenced construction approach would involve procurement for early earthwork including relocating utilities and freight tracks as the first sequence, followed by a light rail contract to construct stations, tracks, and related infrastructure and equipment. This approach would allow Metro to move the Project forward to work towards the Measure M schedule and reduce construction risks and associated costs for the light rail contractor, while Metro pursues additional funding from local and state sources to complete the Project. During the first sequence of utility and freight relocation, Metro would explore the potential to deliver near-term benefits to the community including the quiet-zone-ready corridor freight improvements, and the neighborhood paths, as feasible.

Following the completion of the Final EIR and public release, Metro will return to the Board with a final recommendation for the Project to certify the environmental document and discuss the next steps for delivery based on updated cost estimates, technical analysis, and design work.

DETERMINATION OF SAFETY IMPACT

The selection of an LPA will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The Fiscal Year 2023-24 budget includes approximately \$7.7 million in Cost Center 4350 (Mobility Corridors), Project 460304 for professional services and support. Since this is a multi-year contract, the cost center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital.

EQUITY PLATFORM

The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers, serving many Equity Focus Communities (EFC) along the C and K Lines, including high-need communities such as Hawthorne, Gardena, West Carson, and Inglewood where close to 50% of the population is low-income. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line riders are coming from very low-income households and 74% do not have access to a vehicle for trips. Four out of five C Line riders identify as black, indigenous, and/or people of color.

Based on Metro's 2022 Equity Focus Community data, only a small portion of Lawndale is considered an EFC. Around the two proposed station areas, there are census tracts in which 20% to 39.9% of households are low-income (Redondo Beach Transit Center) and 10% to 19% of households are low-income households (Torrance Transit Center). Given that most Metro rail riders are low-income, the demographic analysis showed a significant need for transit options in the Project area, and communities along the C and K lines that would be well served by the Project.

Metro circulated materials and notices in English and Spanish and held pop-up events at community

events to increase awareness of the Project and engage groups who do not typically participate in community meetings. Metro met with over 100 bus riders at transit stops and performed door-to-door outreach to over 500 businesses in the Project area. Metro also held project briefings with local community colleges to reach students, another group that relies heavily on transit. Metro will invest more time and resources into Community Based Organization partnerships to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project, pending the selection of an LPA.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

1. The Board may approve, in response to the higher costs of the other alignments, the Metro ROW Elevated/At-Grade Alignment in the Draft EIR as the Proposed Project/LPA, and adopt a Statement of Overriding Considerations in the Final EIR to acknowledge that significant noise impacts may remain. This alignment does not include the grade separations at 170th and 182nd Street to avoid a significant and unavoidable long-term noise impact and address CPUC's recommendation to grade separate and does not alleviate some of the community concerns that could be addressed with the Hybrid Alternative.
2. The Board may approve the Trench Option in the Draft EIR as the Proposed Project/LPA. This is not recommended due to higher cost, higher risk of schedule and budget impacts during construction due to extensive excavation, and a longer construction period compared to the other alignments.
3. The Board may approve the Hawthorne Option in the Draft EIR as the Proposed Project/LPA. This is not recommended due to the high number of real estate acquisitions (13 parcels, complex utility relocations, significant disruptions to traffic, parking, and businesses during construction, and longer project approval process due to the Caltrans encroachment permit approval and NEPA process.
4. The Board may approve the High Frequency Bus Alternative as the Proposed Project/LPA. This is not recommended as it does not provide sufficient capacity when compared with rail to meet projected future travel demand for the South Bay and the greater region.
5. The Board may approve the No Project Alternative. This is not recommended as it does not meet Project needs and objectives and would result in the potential loss of the \$231 million TIRCP grant.
6. The Board may make its determination, not select a Proposed Project/LPA and not proceed with the Final EIR but instead request for further study or place the project on hold. This is not recommended as it would delay the Project, moving it farther from its Measure M schedule, resulting in the potential loss of the \$231 million TIRCP grant as Metro is not advancing the Project in good faith per the grant award, and fails to address Vision 2028 Goal 1 to "provide

high-quality mobility options” and meet the Project need and community support for a rail connection to the South Bay.

NEXT STEPS

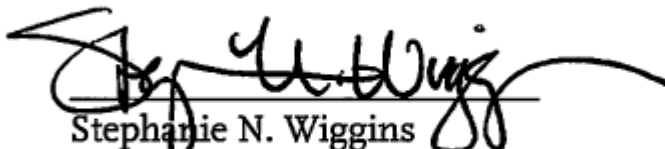
Upon Board selection of the recommended Proposed Project/LPA, staff will initiate preparation of the Final EIR, which includes updating the project description to reflect the selected LPA, advancing design and technical analysis including additional geotechnical and subsurface investigations, real estate surveys, etc. to respond to public comments on the Draft EIR and to prepare a mitigation, monitoring, and reporting plan (MMRP). During this time, Metro will complete value engineering, update cost estimates, prepare a more detailed funding plan with potential delivery strategies and phasing options, and continue to conduct community outreach, including but not limited to, gathering input on urban design and first/last mile connections to station areas and other community features. After completion of the Final EIR, typically 18-24 months following the selection of the Proposed Project/LPA, the Final EIR will be released to the public for review, staff will return with a final recommendation for the Metro Board to consider.

ATTACHMENTS

Attachment A - Comparison of Alignments & Alternatives Evaluated in Draft EIR

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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR**

May 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M
Cost/New Riders	\$1,318	\$1,905	\$1,497	\$1,695
Cost/Project Trips	\$534	\$772	\$607	\$595
Auto Reduction & Travel Time Savings	●	●	●	●
Annual VMT Reduction	~19.51M	~19.51M	~19.51M	~19.39M
Cost/VMT Reduction	\$101	\$146	\$115	\$153
Annual Travel Time Savings/Trips	6,996	6,996	6,996	6,265
Cost & Funding	●	○	●	○
Construction Cost	\$1.96B	\$2.84B	\$2.23B	\$2.96B
Funding Needs	Local/State*	Local/State & Federal	Local/State*	Local/State & Federal
Approvals & Key Agreements	●	●	●	●
California Environmental Clearance (CEQA)	Required	Required	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility	Not assumed as this stage*	Needed for federal funding eligibility
Caltrans Encroachment Permit Approval	N/A	N/A	N/A	Required
BNSF Agreement (Shared Rail Corridor)	Required	Required	Required	Required
Constructability	●	○	●	○
Construction Staging	Metro ROW	Metro ROW	Metro ROW	I-405 & Hawthorne Bl
Utility Relocation Complexity	Underground petroleum lines	Underground petroleum lines	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines
Excavation	Minor	Significant	Moderate	Moderate
Construction Disruption to Traffic & Parking	Minor	Minor	Minor	Significant
Construction Duration	2027-2033	2027-2036	2027-2034	2029-2035

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ●, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.
*Metro may pursue federal funding and conduct federal environmental clearance based on Board direction.

**ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR**

May 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Real Estate Needs	●	●	●	○
Residential Acquisitions	None	None	None	None
Non-Residential Acquisitions	Minor (~3)	Minor (~5)	Minor (~3)	Significant (~13)
Station Connections & TOD Potential	●	●	●	◐
Direct Rail Access to Bus Centers	Yes	Yes	Yes	No
Rail Access to South Bay Galleria	Yes	Yes	Yes	Yes
TOD Opportunities in Station Areas	Medium	Medium	Medium	High
New neighborhood paths to stations	Yes	Yes	Yes	No
Safety Enhancements	◐	●	●	●
Light Rail (LRT) Grade Separations	Two at-grade LRT x-ings (170th & 182nd St)	Fully separated LRT	Fully separated LRT	Fully separated LRT
Safety Improvements to Eight (8) Freight X-ings	Yes	Yes	Yes	No
Emergency Responder Access & Circulation	Potential delays at 170th & 182nd St	No changes	No changes	No changes
Light Rail & Freight Noise Mitigation	◐	●	●	◐
Mitigates Long-term Light Rail Noise Impacts	Significant LRT noise impact at 170th St.	Yes	Yes	Yes
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Yes	Yes	No
Permanent Changes to Street & Parking	◐	●	●	◐
Changes to street	Two at-grade LRT x-ings (170th & 182nd St)	None	None	Changes to median, left turn lanes, signals
Permanent Parking Loss	None	None	None	~20 spaces (Lawndale)

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ◐, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.

SUMMARY TABLE

Comparison	Metro ROW (Elevated/At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Auto Reduction & Travel Time Savings	●	●	●	●
Cost & Funding	●	○	●	○
Approvals & Key Agreements	●	●	●	●
Real Estate Needs	●	●	●	○
Constructability	●	○	●	○
Station Connections & TOD Potential	●	●	●	●
Safety Enhancements	●	●	●	●
Light Rail & Freight Noise Mitigation	●	●	●	●
Permanent Changes to Street & Parking	●	●	●	●

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ●, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.

← To Crens

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE

Metro Rail & Busway



Metro Board of Directors
May 2024 | File ID: 2024-0272

Recommendation for the Metro Board

CONSIDER:

- A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and
- B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.



Comparison of Alignments & Alternatives Studied

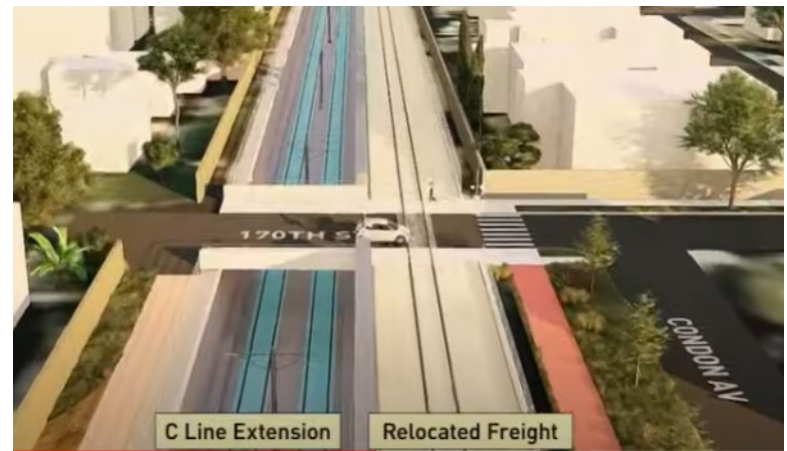
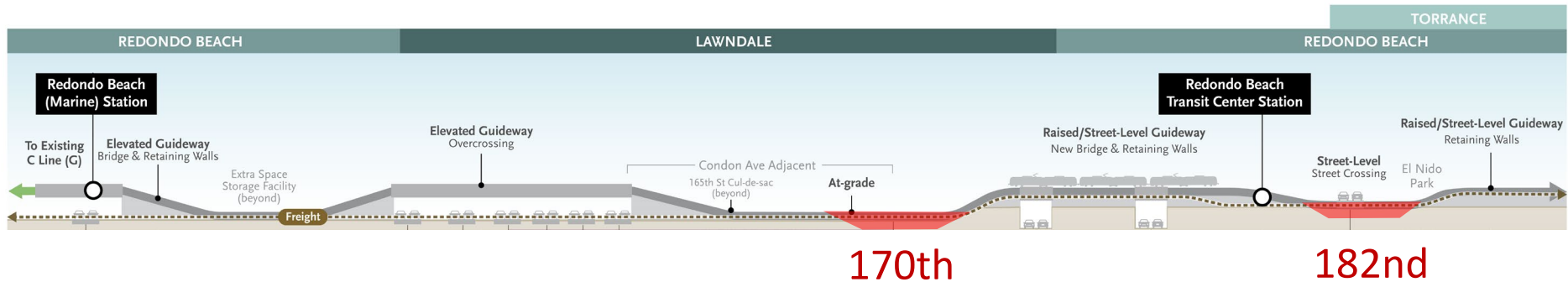


Comparison	Metro ROW (Elevated/At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Auto Reduction & Travel Time Savings	●	●	●	●
Cost & Funding	●	○	●	○
Approvals & Key Agreements	●	●	●	●
Real Estate Needs	●	●	●	○
Constructability	●	○	●	○
Station Connections & TOD Potential	●	●	●	●
Safety Enhancements	●	●	●	●
Light Rail & Freight Noise Mitigation	●	●	●	●
Permanent Changes to Street & Parking	●	●	●	●

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ●, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.



Hybrid Alternative – Staff Recommendation



Proposed under-crossing at 170th Street



Hybrid Alternative – Staff Recommendation

Meets project need and objectives

Provides local benefits to adjacent communities

- Designed to be compatible w/ residential
- Three new neighborhood walking paths
- Safer and quieter freight
- Access to new rail/bus centers and SB Galleria

Responds to Community Concerns about ROW

- Fully grade separated with two under-crossings: 170th & 182nd Street
- Mitigates all noise impacts
- Avoids delay to emergency responders
- Avoids shift in freight closer to senior homes

Minimizes disruption to properties, traffic, parking

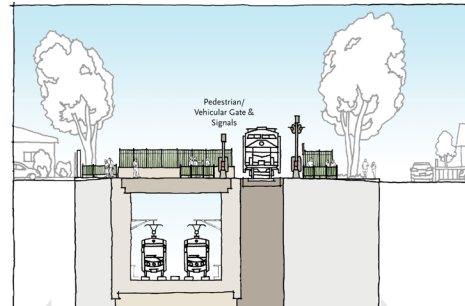
- Minor real estate needs (~3 parcels) north of 190th St
- Construction staged on Metro property
- No changes to traffic & parking



Freight Safety & Noise Improvements



New Neighborhood Paths



Under-crossings at 170th & 182nd St



Redondo Beach Transit Center



Torrance Transit Center



Board Report

File #: 2024-0351, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MAY 23, 2024**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 25, 2024.



Mayor
Jose R. Gonzalez

Vice Mayor
Elizabeth Alcantar

Councilmember
Martin U. Fuentes

Councilmember
Cynthia Gonzalez, Ed.D

Councilmember
Daisy Lornell

City Manager
Alfonso Noyola, ICMA-CM

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Cudahy, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Jose R. Gonzalez
Mayor, City of Cudahy

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of City of Maywood, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Fraternally,



Frank R. Garcia
Councilmember
323.385.1295
frank.garcia@cityofmaywood.org
4319 E. Slauson Ave. Maywood, CA 90270

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1021 O STREET
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SACRAMENTO, CA 95814
TEL (916) 651-4030

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTIETH SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT

April 18, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. As the Senator who represents cities along the corridor, I can share that these residents have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades.

I look forward to a continued partnership with LA Metro and your office in delivering this transformative and long-overdue project for our communities/residents.

Sincerely,

A handwritten signature in black ink, which appears to read "Bob Archuleta". The signature is fluid and cursive.

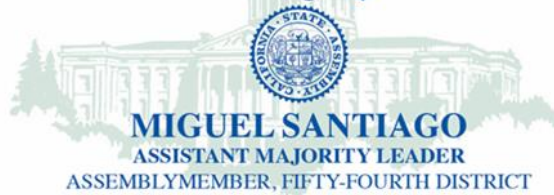
Senator Bob Archuleta
California State Senate, District 30

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0054
(916) 319-2054
FAX (916) 319-2154

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320 WEST 4TH STREET, SUITE 1050
LOS ANGELES, CA 90013
(213) 620-4646
FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly
California Legislature



MIGUEL SANTIAGO
ASSISTANT MAJORITY LEADER

ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT

COMMITTEES
ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
HEALTH
UTILITIES AND ENERGY
SELECT COMMITTEE
CHAIR: LOS ANGELES
COUNTY HOMELESSNESS

April 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our communities and residents. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities and residents.

Sincerely,

A handwritten signature in black ink that reads 'Miguel Santiago' in a cursive script.

MIGUEL SANTIAGO
Assembly Member, 54th District

NANETTE DIAZ BARRAGÁN
44TH DISTRICT, CALIFORNIA
WWW.BARRAGAN.HOUSE.GOV
FACEBOOK.COM/CONGRESSWOMANBARRAGAN
TWITTER: @REPBARRAGAN

CONGRESSIONAL HISPANIC CAUCUS
CHAIRWOMAN

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEES:
HEALTH
ENVIRONMENT AND CLIMATE CHANGE
ENERGY



Congress of the United States
House of Representatives
Washington, DC 20515

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LONG BEACH, CA 90807
(310) 831-1799

701 E. CARSON STREET
CARSON, CA 90745

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

April 19, 2024

The Honorable Karen Bass
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Final Environmental Impact Document for Southeast Gateway Line

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your unwavering commitment to ensure that the Southeast Gateway Line is brought to fruition as quickly as possible. As you consider approval of the Final Environmental Document for this regionally significant project, I would like to express my enthusiastic support.

Once fully completed, the Southeast Gateway Line will connect the communities of Southeast Los Angeles County and Downtown Los Angeles by a 19-mile light-rail corridor. Residents of Southeast Los Angeles County have been under-served by public transit and overwhelmingly burdened by industrial pollution and traffic congestion for decades. This long-overdue project will bring a multitude of environmental and economic benefits that will improve public health, expand mobility, and enhance the quality of life for many low-income residents.

As the Representative of California's 44th Congressional District, which includes several communities that will be directly served by the Southeast Gateway Line, I am honored to support this project and look forward to the significant benefits this future light rail transit line will bring to the people of Southeast Los Angeles County and Greater Los Angeles.

Sincerely,

A handwritten signature in blue ink that reads "Nanette Diaz Barragán".

Nanette Barragán
Member of Congress

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0065
(916) 319-2065
FAX (916) 319-2165

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Assemblymember.Gipson@assembly.ca.gov



COMMITTEES
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CHAIR, POLICE REFORM
CHAIR, PORTS AND GOODS
MOVEMENT

April 24, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Item #11 (Long Beach-East Los Angeles Corridor Mobility Investment Plan)

Dear Chair Bass and Members of the LACMTA Board of Directors,

As the Assemblymember representing communities directly impacted by regional mobility planning surrounding Los Angeles County's Port Complex, and as a longtime resident of the region, I am writing to express my full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan. This Plan offers promising new developments for local communities that I represent, including but not limited to the communities of Compton, Long Beach, and the Wilmington neighborhood in the City of Los Angeles. Accordingly, I am urging that the LACMTA (Metro) Board of Directors provide their full support, aligning themselves with the wishes of residents along the Corridor.

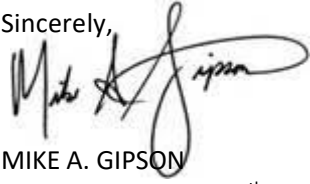
The Long Beach-East Los Angeles Corridor Mobility Investment Plan is widely popular in the Gateway Cities because it offers us a mechanism to create jobs for our local workforce, while also ensuring that we deliver over \$3 billion in new projects in an expeditious manner. The plan's investments are concentrated not just along the I-710 Freeway but throughout the communities surrounding it, making this a bold step forward that lays important groundwork for the growth of our region.

As you are aware, the Long Beach-East Los Angeles Corridor Mobility Investment Plan offers an approach grounded in equity and sustainability. From a financial perspective, it wisely leverages \$743 million in existing Measure M and Measure R funds in order to secure another \$3.3 billion worth of state and federal funding. In this way, we can expect to see numerous safety improvements, goods movement projects, and transit upgrades that would otherwise take many years to secure. I am aware that residents along the I-710 corridor have asked for their voices to be heard in clear ways over the years, and that their needs must be addressed; with this plan, we are taking a big step in a positive direction by adopting new approaches that will improve air quality, safety, prosperity, and mobility.

The 65th Assembly District of the State of California contains a significant portion of the population in the corridor between Long Beach and East Los Angeles, including communities where investment should be prioritized in order to ensure just outcomes. I am pleased to recommend the adoption of the Long Beach-East Los Angeles Corridor Mobility Investment Plan. Please contact District Director Maya Douglas at

maya.douglas@asm.ca.gov or call my District Office at (310) 324-6408 if you have any questions about my support. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike A. Gipson". The signature is fluid and cursive, with a large loop at the end of the last name.

MIKE A. GIPSON
Assemblymember, 65th District (CA)



BELLFLOWER UNIFIED SCHOOL DISTRICT

16703 South Clark Avenue • Bellflower, California 90706

(562) 866-9011 • Fax (562) 866-7713

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Brad Crihfield

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Mayra Garza

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Elize Dizon

•
Student Member,
Stella Lynch

•
Student Member,
Karina Valles

•
Interim Superintendent,
Lisa Azevedo

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our students and communities. On behalf of Bellflower Unified School District, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Students along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our students and their families.

Sincerely,

Interim Superintendent
Bellflower Unified School District



Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

GIL HURTADO, Mayor
MARIA DAVILA, Vice Mayor
AL RIOS, Council Member
JOSHUA BARRON, Council Member
MARIA DEL PILAR AVALOS, Council Member

April 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of South Gate, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gil Hurtado'.

Mayor Gil Hurtado
City of South Gate



Congress of the United States
House of Representatives
Washington, DC 20515

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Southeast Gateway Line: Approval for Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the residents of the 42nd Congressional District, I would like to request the full and fair consideration of this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,



Robert Garcia
Member of Congress



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Fernando Dutra
Mayor Pro Tem

Cathy Warner
Council Member

Octavio Martinez
Council Member

Jessica Martinez
Council Member

Brian Saeki
City Manager

April 19, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. As Mayor of Whittier, I would like to express support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for the Gateway Cities region.

Sincerely,

Joe Vinatieri
Mayor

CC: Whittier City Council



THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

"Service Builds Tomorrow's Progress"

April 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Artesia, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

This project is especially important to the City of Artesia because the terminus station will be located in the heart of the City's Downtown area, and will bring much needed economic development opportunities for the culturally diverse businesses located here.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Tony Lima
Mayor of Artesia

cc:

Mayor Pro Tem Ali Sajjad Taj
Councilmember Monica Manalo
Councilmember Melissa Ramoso
Councilmember Rene Trevino
City Manager Aldo E. Schindler



City of Downey

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Downey, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Mario Trujillo
Mayor
City of Downey

Future Unlimited

CIVIC CENTER
11111 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-869-7331
www.downeyca.org

LIBRARY
11121 BROOKSHIRE AVE.
DOWNEY, CALIFORNIA
90241-7016
562-904-7360
www.downeylibrary.org

POLICE DEPARTMENT
10911 BROOKSHIRE AVE.
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DOWNEY, CALIFORNIA
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562-861-0771

PARKS & RECREATION
7850 QUILL DR.
DOWNEY, CALIFORNIA
90242
562-904-7238

UTILITIES DIVISION
9252 STEWART & GRAY RD.
DOWNEY, CALIFORNIA
90241-7016
562-904-7202

MAINTENANCE SERVICES
12324 BELLFLOWER BLVD.
DOWNEY, CALIFORNIA
90242
562-904-7194



"Our Youth - Our Future"

CITY OF HAWAIIAN GARDENS

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Hawaiian Gardens, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Mayor Victor Farfan
City of Hawaiian Gardens



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, Norwalk, CA 90650 | (562) 860-2451 extension 2204

Office of the President

April 28, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of Cerritos College, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Jose L. Fierro, DVM, Ph.D.
President/Superintendent
jfierro@cerritos.edu

Cerritos College

11110 Alondra Blvd., Norwalk, CA 90650 | Office (562) 860-2451 | www.cerritos.edu



April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensuring the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of California Walks, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

California Walks believes strongly that in order for our communities to be more liveable and accessible to all, we must continue to invest in public transportation infrastructure. Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. The benefits of increasing public transportation access in this community will be dramatic and will create greater access to economic opportunity as well as help the LA region do its part to fight climate change by encouraging more people to get out of their cars.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Kevin C. Shin
Co-Executive Director
California Walks

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents. On behalf of Car-Lite Long Beach, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

Erin Hoops
Organizer, Car-Lite Long Beach



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Paramount, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

CITY OF PARAMOUNT

Annette C. Delgadillo
Mayor



April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. As a Council Member of the City of Bell Gardens, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,
CITY OF BELL GARDENS

Jorgel Chavez
Council Member



April 17, 2024

Honorable Karen Bass, Chair

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of [organization], I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Ali Saleh, Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents. As a long time resident of Huntington Park and on behalf of SELA Bicycle Center, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document. Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. We hope that this project will not only connect communities by light rail but also connect us through bike-able safe communities. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades. We are excited and anxious to begin work on this long overdue project. Our communities deserve equitable, safe access transportation.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

Christian Vazquez
SELA Bicycle Center



**A community-based organization engaging in equitable
community development surrounding Norwalk.**

P.O. Box 1621, Norwalk, CA 90651
norwalkunides@gmail.com

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents of Southeast Los Angeles County. On behalf of Norwalk Unides, I would like to express support and feedback for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA County communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. Norwalk Unides is committed to transportation equity, which the Southeast Gateway Line would contribute to by improving Southeast LA County access to professional, academic, and other opportunities for upward mobility.

Although Norwalk Unides is generally in support of the new light-rail line, we are concerned that its construction and included parking facilities will lead to negative environmental impacts. According to the Environmental Impact Report's (EIR) Land Use and Transportation sections, there will be unavoidable impacts to the Bellflower and Paramount Bike Trails as they will be realigned to be parallel to the light-rail line. We would like for any temporary closures and permanent realignment to consider safety and access for bicyclists as they continue to utilize the trails during the line's construction and operation. Maintaining usability for bicyclists will help ensure active transportation options are available, which in turn reduces single-occupant vehicle use and greenhouse gas emissions. In addition, according to the EIR's Alternatives Considered/Project Description section, an entire block of Downtown Artesia between Corby Ave and Pioneer Blvd will be displaced to build a parking structure for the Pioneer Station. We are concerned that the parking structure will cause major environmental impacts for the surrounding neighborhood related to pollution, traffic, noise, and parking, among other issues.



**A community-based organization engaging in equitable
community development surrounding Norwalk.**

P.O. Box 1621, Norwalk, CA 90651

norwalkunides@gmail.com

We look forward to a continued partnership with LA Metro in mitigating any impacts on bicycle use and the environment from parking that the light-rail line causes.

Sincerely,

A handwritten signature in black ink that reads "Jesse Flores".

Jesse Flores
Executive Director
Norwalk Unides

STATE CAPITOL
P.O. BOX 942849
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(562) 861-5803
FAX (562) 861-5158



COMMITTEES
CHAIR, RULES
CO-CHAIR, LEGISLATIVE ETHICS
GOVERNMENTAL ORGANIZATION
JUDICIARY
LOCAL GOVERNMENT
CHAIR, JOINT COMMITTEE ON RULES

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our communities. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

BLANCA PACHECO
Assemblywoman, 64th District



"Our Youth - Our Future"

CITY OF HAWAIIAN GARDENS

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Hawaiian Gardens fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Mayor Victor Farfan
City of Hawaiian Gardens



Monday, April 22, 2024

The Honorable Karen Bass
Mayor, City of Los Angeles
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

**Re: Comments on File #2023-0594: Long Beach-East Los Angeles Corridor
Mobility Investment Plan (LB-ELA CMIP)**

Dear Mayor Bass and the members of the LA Metro Board of Directors,

Like Southern California's other freeways, Interstate 710 has become a defining force of its adjacent communities. Unfortunately, since its inception, Interstate 710 has always prioritized goods movement and economic considerations over public health and other community needs. As a result, freeway-adjacent neighborhoods have long endured significant pollution burdens. Southern California is already [home to the smoggiest air in the nation](#); so much so that the region has persistently violated National Ambient Air Quality Standards (NAAQS). Communities living near Interstate 710 are [exposed to even higher levels of pollution](#) – namely, carcinogenic diesel particulate matter.

The demise of the proposed expansion of Interstate 710 and the development of the LA-ELA CMIP present an opportunity to improve regional transportation while also addressing community needs and air quality obligations. Rather than following California's long-followed orthodoxy of "adding just one more lane" and encouraging more driving, LA Metro can and should instead prioritize the communities impacted by the freeways. We are pleased to support many of the draft plan's proposed projects, such as increased transit services, complete streets infrastructure and restorative justice initiatives. LA Metro, however, needs to provide further clarification and safeguards to ensure community needs are met, civil rights protected, and Clean Air Act transportation conformity requirements fulfilled.

We appreciate LA Metro creating numerous opportunities for public input and discussion in the development of the LB-ELA CMIP. This process included many meetings and a lot of hard work by LA Metro staff, project consultants, and members of the Taskforce and Community Leadership Committee. We also understand that more opportunities for engagement are ahead, both in terms of finalizing the Plan and its implementation. Yet, we still have some concerns about the Plan, especially in regard to proposed freeway improvements and overall connection to public health needs. LA Metro must use this moment to ensure the Plan truly addresses the region's longstanding environmental inequities.

To this end, we offer these comments:

- **The LB-ELA CMIP must be designed and implemented to address the main reason we are here: the harm from unhealthy air in the Interstate 710 communities and Southern California as a whole.**

In creating and implementing the Corridor Mobility Investment Plan, it is important to remember why we are here in the first place: the persistent environmental justice issues plaguing freeway adjacent communities, as well as the detrimental impacts Option 5C would have wrought. [As noted](#) by the United States Environmental Protection Agency (US EPA), expanding Interstate 710 would have worsened air quality (and violated the Clean Air Act) even if the I-710 Clean Truck Program had been fully implemented. In other words - if every truck on a widened Interstate 710 were a zero-emissions vehicle, increases in tire, brake and road dust would still create unacceptable levels of air pollution. Further, US EPA has [just tightened](#) the standard for particulate matter (PM) and [is likely to reject](#) the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan due to its inability to meet federal air quality standards. These developments underscore the need for any plan to reduce vehicle miles traveled (VMT), improve air quality and address community needs rather than prioritizing economic considerations.

It is also important to remember that failure to meet National Ambient Air Quality Standards (NAAQS) carries significant risks that not only puts public health in jeopardy, but also threatens the regional, and potentially, national economy. If SCAQMD and the California Air Resources Board (CARB) are unable to demonstrate a viable pathway towards meeting air quality standards, US EPA can withhold almost all federal transportation funding, require two-to-one pollution offsets for new and expanding businesses, place hefty non-attainment fees upon stationary sources of air pollution, and impose a Federal Implementation Plan (FIP). FIP actions will likely include no-drive days for heavy-duty trucks and a loss of local control over air quality policy. [Transportation is the largest source](#) of air pollution in California and attaining federal clean air standards will not be possible without reducing transportation-related emissions.

- **Implementation of the LB-ELA CMIP should be centered around directly addressing community health needs. LA Metro should conduct a comprehensive health needs assessment in communities adjacent to Interstate 710.**

One concern shared by several environmental, environmental justice and community organizations is regarding the Plan's ability to directly address local health needs. As it stands, all Southern Californians breathe the smoggiest air in the nation. Communities near freeways breathe in even more pollution due to higher exposure to diesel particulate matter as well as tire, brake and road dust. The Plan correctly notes that the Plan's target communities suffer from increased incidents of asthma, cancer, cardiovascular and pulmonary diseases. Yet, the Plan and LA Metro could go even

further in both identifying and addressing public health needs in the target communities. For example, we have previously helped conduct [Community Assessment for Public Health Emergency Response \(CASPER\)](#) studies in the communities of Maywood and Wilmington. Though initially designed as a disaster response tool, CASPER studies have proven to be useful in identifying unmet health needs in the community. Conducting or funding such studies would help establish much needed ground-level data to aid Plan implementation. While LA Metro is not a public health agency or service provider, it can work with such experts and providers to ensure local community health needs are met. As such, we believe LA Metro should commit to conducting such a study during the implementation of the LB-ELA CMIP.

- **We remain concerned about the large number of highway-related projects and funding allocations in the proposed Corridor Mobility Investment Plan. LA Metro needs to provide more detail about the nature of these projects.**

We are concerned that the Plan includes many highway-related projects. While we appreciate that freeway improvements are no longer the largest category of spending in the final proposed Plan, it is still the second largest category. Of the forty initial projects identified for funding, fourteen are related to interchanges, auxiliary lanes or other highway improvements. These projects are undefined and largely conceptual, which makes it impossible to provide informed and substantive feedback. We appreciate LA Metro's commitment to hold community hearing sessions to determine the design of these projects, as well as the commitment to avoid projects with known displacement risks. We also appreciate LA Metro's public commitment to focus on improving smaller interchanges rather than constructing large projects focused on capacity expansion. Still, the lack of specific information about the scope of these projects leaves open the possibility of de facto highway expansion.

We do not oppose projects that are truly rooted in safety, such as improving lane- and interchange geometry. LA Metro, however, should not use these projects as an opportunity to increase highway capacity. [Caltrans's policies](#) for California Environmental Quality Act (CEQA) analyses state that within an MPO area, a project that results in an increase in VMT in comparison to a no-build scenario, "will generally be considered significant" and require mitigation. Of particular concern is the potential to discreetly expand Interstate 710 through auxiliary lanes and freeway to freeway interchange "gap" closures. While auxiliary lanes help moderate traffic flow and merging, multiple chained, long auxiliary lanes can result in de facto freeway expansion. This is an approach that LA Metro should avoid.

- **We strongly support proposed investments that will improve transit access and service as well as complete streets projects. We also support funding for community-based programming and LA Metro's plans to partner with local organizations.**

As already stated, California and the Los Angeles region must reduce transportation-related pollution. To achieve this, we support meaningful improvements to public transit,

active transportation, and micromobility. These investments are imperative if Southern California is to reduce VMT and transportation-related pollution. The same can also be said for complete streets projects that are built around active transportation and clean mobility. Care must be taken, however, to avoid merely adding rudimentary transit, pedestrian and biking infrastructure to a widened street as an afterthought.

We also support projects that advance environmental justice, such as the Shoemaker Bridge Replacement Project. This bridge replacement project will realign the Shoreline Drive/Interstate 710 connector in downtown Long Beach that currently cuts off disadvantaged, park-poor neighborhoods from much needed greenspace. Likewise, we are excited about the Plan including the removal of the Terminal Island Freeway (State Route 103) as a possible project. This freeway, which is used almost exclusively by heavy-duty trucks, runs adjacent to thousands of residents, as well as multiple schools, parks and housing for homeless veterans. Lastly, we support programmatic investments that address health, economic and other needs in communities along the Interstate 710 corridor. To this end, we encourage LA Metro to work with and foster community-based leadership to ensure residents of the corridor communities have ownership in and enjoy the direct benefits of these investments.

- **Many, if not most, of these projects are off-the-shelf and have been “in the works” for some time. LA Metro needs to provide more information as to what these proposals were originally attached to, and which projects are designed in response to Taskforce and Community Leadership Committee discussions.**

While it is understandable to have an extensive list of projects ready for the Corridor Mobility Investment Plan, LA Metro should be transparent about the origin of these projects and be careful to not crowd out community initiatives. Otherwise, the Corridor Mobility Investment Plan could ultimately serve as a wish list of previously unfunded LA Metro priorities rather than addressing community needs. Additionally, many of these proposals are likely tied to other projects. As such, LA Metro needs to be clear as to which of these proposals are part of other projects (and what those projects are), and which proposals were developed specifically in response to the Plan development process.

- **Should LA Metro create a congestion pricing system, it must minimize impacts on low-income residents. Further, congestion pricing underscores the need for high-quality, affordable and safe transit and mobility options.**

We understand that a congestion pricing proposal is not currently being considered as part of LB-ELA CMIP implementation. Given that it is still referenced in the Plan, however, we feel it is appropriate to comment on it. Currently, corridor-adjacent communities subsidize the costs and impacts of vehicular traffic through poor health, shortened lifespans, and a degraded quality of life. A well-designed, equity-focused congestion pricing system would instead shift this cost away from these vulnerable

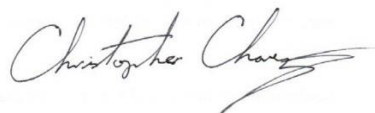
communities. A poorly designed system, however, could increase costs for low-income residents who must drive for work or to access basic goods and services. As such, any congestion pricing system must carefully consider how to minimize, or preferably, eliminate impacts on low-income households. Failure to do so would, at best, negate the benefits realized from congestion pricing, and at worst accelerate displacement due to increased transportation costs. Additionally, congestion pricing underscores the need for public transportation, active transportation, and micromobility investments, as people will need safe, clean and reliable alternatives to driving.

- **We appreciate LA Metro responding to our previous letter's comment regarding Pacific Harbor Lines and encourage Metro to support zero-emissions rail technologies.**

We appreciate LA Metro revising the Plan in response to our comments to the draft CMIP and continue to encourage Metro to support efforts to deploy zero-emission locomotives. Currently, the bulk of freight locomotives operating in California are at US EPA Tier 2 or below. These highly polluting locomotives will continue operating for decades and can be rebuilt to their current specifications. Change, however, is underway; and LA Metro should be part of it: Pacific Harbor Lines (PHL), a local Class III short line railroad, has long been proactive in reducing emissions and is currently engaged in projects to test and demonstrate zero emission locomotives. Currently, PHL operates a battery-electric locomotive six out of seven days of the week on 20-hour duty cycles. BNSF will soon be deploying a similar battery-electric locomotive for line service, and South Coast AQMD will be leading a demonstration project for a hydrogen fuel cell locomotive in the coming years.

Thank you for your consideration of our comments. We again want to express our appreciation for the numerous opportunities for public comment and involvement. The LB-ELA Corridor Mobility Investment Plan is a considerable improvement over the original Option 5C proposal. Despite having ongoing concerns and reservations about aspects of the Plan, many of its proposed projects are laudable. It is our hope that LA Metro uses this moment to begin the hard work of undoing some of the many harms inflicted upon corridor communities, as well as build trust with all stakeholders.

Sincerely,

A handwritten signature in cursive script that reads "Christopher Chavez". The signature is fluid and includes a long, sweeping underline that extends to the right.

Christopher Chavez
Deputy Policy Director

CAPITOL OFFICE
1021 O STREET
SUITE 6620
SACRAMENTO, CA 95814
TEL (916) 651-4030

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTIETH SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT

April 18, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward to deliver real investments not just along the I-710 South freeway but throughout the communities along its corridor, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

Once implemented, this plan will improve air quality, safety, prosperity, and mobility for residents throughout the region. More importantly, this plan reflects the work and participation of local community stakeholders who actively participated in a series of community outreach efforts initiated by Metro resulting in a finished product that lays the groundwork for real investments in our underserved communities.

Once again, I fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors.

Sincerely,

A handwritten signature in black ink, which appears to read "Bob Archuleta". The signature is fluid and cursive, written in a professional style.

Senator Bob Archuleta
California State Senate, District 30

California State Senate

STANDING COMMITTEES
EDUCATION
ENERGY, UTILITIES
& COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
TRANSPORTATION

JOINT COMMITTEES
LEGISLATIVE AUDIT
RULES
SELECT COMMITTEES
PORTS AND GOODS MOVEMENT
CHAIR



SENATOR LENA A. GONZALEZ
THIRTY-THIRD SENATE DISTRICT
SENATE MAJORITY LEADER

April 17, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Comments on the Draft Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear LA Metro Board of Directors,

I write to express my comments on the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

Since the inception of the I-710 freeway, residents along the corridor have suffered through the negative health impacts of increased air pollution and freight traffic. The freeway became notorious for its polluting characteristics, earning it the name "the Diesel Death Zone." The Long Beach-East Los Angeles Corridor Mobility Investment Plan results from the persistent and tireless advocacy of residents and community-based organizations against the proposed widening.

Transparency must be a top priority in the implementation phase of this investment plan. The comments during the Community Leadership Committee's vote underscore the need for greater transparency regarding the origin of the projects receiving an initial investment and which ones originated from the community.

I urge Metro to continue engaging communities and renew its commitment to the corridor's residents with improved access to sustainable alternative transportation and a guarantee that no displacements or increases of pollution will occur due to this plan.

I look forward to seeing the outcome of this investment plan and our continued collaboration as it moves forward. If you have any questions, please do not hesitate to contact my office at (323)277-4560.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez
Senate Majority Leader, District 33

CAPITOL OFFICE
1021 O STREET, SUITE 7720
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TEL (916) 651-4033
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HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528



April 1, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors,

On behalf of California's 69th Assembly District, which includes the southernmost section of the 710 Freeway, Port of Long Beach, and its surrounding communities, I am writing to express my thoughts on the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP).

First, I would like to thank the LA Metro team and the project consultants who provided an incredible amount of outreach and engagement in communities across the corridor. Every community along the corridor faces unique challenges, and offers valuable solutions, and I hope you will continue to engage and empower these communities to share their experiences. Second, I would like to thank the members of the task force, the community leadership committee, and the three working groups, for their time and dedication to this project, and their communities. This draft plan is the result of their lived experiences and expertise.

This draft mobility investment plan outlines many exciting projects that will improve the quality of life of residents in this district, and along the corridor. For too long, residents of West and North Long Beach have been living in a goods movement sacrifice zone, resulting in shorter life expectancies, higher rates of respiratory illnesses, and limited access to green open space. It is our responsibility and legal obligation ensure communities have clean air. Meeting National Ambient Air Quality Standards is the absolute bare minimum. While this plan makes many attempts to address these challenges, there is still significant work to do.


The significant investment in public transportation and active transportation is incredibly valuable to the community. Not everyone who lives in the corridor uses the 710 freeway or owns a vehicle, but their lives have certainly been impacted by the freeway. It is critically important for people who use public transportation, walk, bike, or any combination of these modes, to feel safe and welcomed throughout their travel. Projects like the bus priority lane on Atlantic Blvd, the micromobility corridor pilot for Long Beach Blvd to the City of Vernon, or the study on a regional Metrolink line from Union Station to Downtown Long Beach, will increase safety, reduce traffic, and improve air quality.

To further reduce traffic and congestion along the 710 corridor, more cargo leaving from the Ports of Long Beach and Los Angeles will need to be moved by rail. I am hopeful that projects like the Freight Rail Electrification Pilot Project will support the region in this transition, and encourage additional investment in rail electrification.

I am concerned about the large number of highway focused infrastructure projects that may lead to increased capacity. I strongly support safety improvements along the corridor, to reduce the number of accidents and fatal collisions that currently occur. However, it is critical that these improvements, do not result in any additional lanes, displacement of residents, or an increase in transportation related emissions. Residents and community based organizations have raised concerns about the use of auxiliary lanes, which may have some safety impacts in specific locations but increase VMT in others. I encourage LA Metro to use auxiliary lanes sparingly, and with increased consideration of community concerns and emissions impact.

Thank you again for the opportunity to provide comments on this draft investment plan, and for your continuing commitment to the communities along this corridor. These investments are long overdue, and hopefully will result in reduced traffic fatalities and transportation related emissions. Lastly, your ongoing engagement with the community is greatly appreciated, and will ultimately result in the most impactful plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Lowenthal". The signature is fluid and cursive, with the first name "Josh" being more prominent.

JOSH LOWENTHAL
Assemblymember, 69th District

CC: Stephanie Wiggins, CEO, Los Angeles County Metropolitan Transportation Authority

STATE CAPITOL
P.O. BOX 942849
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FAX (916) 319-2154

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FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly
California Legislature



MIGUEL SANTIAGO
ASSISTANT MAJORITY LEADER

ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT

COMMITTEES
ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
HEALTH
UTILITIES AND ENERGY
SELECT COMMITTEE
CHAIR: LOS ANGELES
COUNTY HOMELESSNESS

April 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

I fully support the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and respectfully urge the approval of the Metro Board of Directors. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Miguel Santiago". The signature is written in a cursive, flowing style with a large initial "M".

MIGUEL SANTIAGO
Assembly Member, 54th District



THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

"Service Builds Tomorrow's Progress"

April 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors:

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

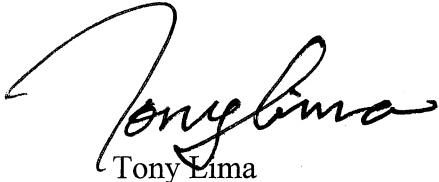
This plan will provide real investments not just along the I-710 South freeway, but throughout the communities along it, ensuring that Southeast LA communities continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Artesia fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Lima". The signature is fluid and cursive, with a large initial "T" and "L".

Tony Lima
Mayor of Artesia

cc:

Mayor Pro Tem Ali Sajjad Taj
Councilmember Monica Manalo
Councilmember Melissa Ramoso
Councilmember Rene Trevino
City Manager Aldo E. Schindler

EAST LOS ANGELES COLLEGE

ALBERTO J. ROMÁN, DPA
PRESIDENT

1301 AVENIDA CESAR CHAVEZ
MONTEREY PARK, CALIFORNIA 91754
323 265 8650



April 23, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors,

On behalf of East Los Angeles College, I am writing to express our appreciation on being involved in Metro's Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP).

I am writing to express our wholehearted support for the partnership between East Los Angeles College (ELAC) and the Los Angeles County Metropolitan Transportation Authority (LA Metro) in hosting town halls and disseminating crucial information regarding the Long Beach-East LA Corridor Mobility Investment Plan. As an integral part of our community, we are thrilled to have been considered and chosen to contribute to this important initiative.

Being involved in the process is a significant opportunity for us to actively participate in shaping the future of our community. We firmly believe that these improvements are vital for the well-being and progress of our region, and we are committed to doing our part in ensuring their success. Serving as a community partner in this endeavor is just one of the many ways in which we are dedicated to making positive contributions to the future of our community.

Again, thank you for the opportunity to be involved in this project.

Sincerely,

Kevin Jimenez
College Public Relations Manager
East Los Angeles College
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

CC: Stephanie Wiggins, CEO, Los Angeles County Metropolitan Transportation Authority



Mayor
Jose R. Gonzalez

Vice Mayor
Elizabeth Alcantar

Councilmember
Martin U. Fuentes

Councilmember
Cynthia Gonzalez, Ed.D

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Cudahy fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jose R. Gonzalez', with a large, stylized flourish at the end.

Jose R. Gonzalez
Mayor, City of Cudahy

STATE CAPITOL
P.O. BOX 942849
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(916) 319-2065
FAX (916) 319-2165

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GARDENA, CA 90248
(310) 324-6408
FAX (310) 324-6485

E-MAIL
Assemblymember.Gipson@assembly.ca.gov



COMMITTEES
CHAIR, ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
GOVERNMENTAL ORGANIZATION
HUMAN SERVICES
INSURANCE
REVENUE AND TAXATION

SELECT COMMITTEES
CHAIR, POLICE REFORM
CHAIR, PORTS AND GOODS
MOVEMENT

April 24, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Item #11 (Long Beach-East Los Angeles Corridor Mobility Investment Plan)

Dear Chair Bass and Members of the LACMTA Board of Directors,

I am proud to serve the 65th Assembly District, which contains all or part of the communities of Watts, Willowbrook, Compton, Carson, North Long Beach, Harbor Gateway North and South, Harbor City, Wilmington, and San Pedro. On behalf of approximately half a million residents I currently represent in the southern part of the County of Los Angeles, I want to thank you for your continued commitment to ensuring that the Southeast Gateway Line becomes a reality for our community. The Board of Directors now has an opportunity to consider approval of the Final Environmental Document, an important next step for this transformative project. I would like to express my full support for approval as an advocate for economic prosperity and regional mobility.

Once fully completed, the Southeast Gateway Line will add 19 miles of light rail transportation capacity to a currently-underserved area, providing a one-seat ride between communities in Southeast Los Angeles and Downtown Los Angeles. Residents along this corridor have been heavily impacted by traffic congestion as well as pollution for decades, and they deserve this long-overdue project.

Please contact District Director Maya Douglas at maya.douglas@asm.ca.gov or call my District Office at (310) 324-6408 if we can provide additional information about the importance of the Southeast Gateway Line's benefits to this Assembly District and neighboring Assembly Districts. I am pleased to offer continued support to LA Metro in delivering this important addition to regional infrastructure, and thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Mike A. Gipson". The signature is fluid and cursive, with the first name "Mike" being particularly prominent.

MIKE A. GIPSON
Assemblymember, 65th District (CA)

Congress of the United States
House of Representatives
Washington, DC 20515

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to request the full and fair consideration of the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

I support the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full and fair consideration of the Metro Board of Directors. Thank you.

Sincerely,



Robert Garcia
Member of Congress



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Fernando Dutra
Mayor Pro Tem

Cathy Warner
Council Member

Octavio Martinez
Council Member

Jessica Martinez
Council Member

Brian Saeki
City Manager

April 19, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**RE: Item #11 Long Beach-East Los Angeles Corridor Mobility
Investment Plan**

Dear Chair Bass and Members of the Metro Board of Directors:

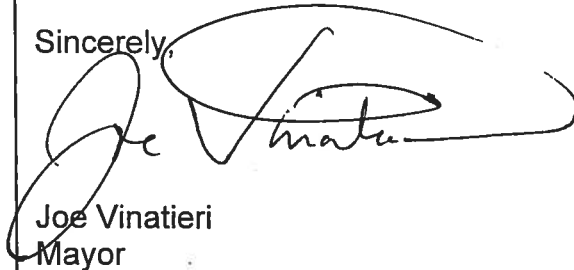
I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold investment not just along the I-710 South freeway but throughout the communities along it. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars for active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Whittier supports the efforts of those who participated in the formation of the Long Beach-East Los Angeles Corridor Mobility Investment Plan and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,



Joe Vinatieri
Mayor

CC: Whittier City Council



Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

GIL HURTADO, Mayor

MARIA DAVILA, Vice Mayor

AL RIOS, Council Member

JOSHUA BARRON, Council Member

MARIA DEL PILAR AVALOS, Council Member

April 17, 2024

Honorable Karen Bass, Chair

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big

undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

City of South Gate fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,



Mayor Gil Hurtado

City of South Gate





GATEWAY CITIES

April 17, 2024

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Karen
Dear Chair Bass and Members of the Metro Board of Directors:

Long Beach-East Los Angeles Corridor Mobility Investment Plan (Agenda #11)

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan. Attached is Resolution 2024-01 of the Board of Directors of the Gateway Cities Council of Governments affirming the Board's Support for the Metro Long Beach-East Los Angeles Corridor Mobility Investment Plan passed on March 6, 2024.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Sincerely,

Hector De La Torre, Executive Director
Gateway Cities Council of Governments

RESOLUTION NO. 2024-01

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS AFFIRMING THE BOARD'S SUPPORT FOR THE METRO LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN (CMIP OR INVESTMENT PLAN)

WHEREAS, the Long Beach-East Los Angeles (LB-ELA) Corridor comprises 18 incorporated cities and three unincorporated communities that are diverse, with unique development and growth histories. Approximately 1.2 million residents (12% of LA County's population) live within the LB-ELA Corridor. Though the Corridor overall is an important economic driver for the region, the benefits and burdens of that historical development have not always been equitably distributed; and

WHEREAS, in September 2021, the Metro Board and Caltrans initiated a more comprehensive approach to re-engaging impacted communities and regional stakeholders along the LB-ELA Corridor to develop a more multimodal, equitable, and sustainable approach to addressing the transportation and community challenges created by the heavy movement of people and goods; and

WHEREAS, the LB-ELA Corridor Task Force (Task Force) was formed for this purpose and included representation from the Gateway Cities Council of Governments, and was supported by a Community Leadership Committee (CLC), comprised of community members from all 18 incorporated cities as well as the unincorporated communities along the corridor; and

WHEREAS, the Gateway Cities Council of Governments Board of Directors created an Ad-Hoc Task Force Committee of its own members and developed recommendations which were included in the Investment Plan; and

WHEREAS, the Metro project team, with input from the Task Force, CLC, and Corridor communities, identified public health as a priority consideration and outcome in developing the Investment Plan; and

WHEREAS, several communities in the project area have historically faced significant health disparities (such as high asthma and cardiovascular disease rates) and experienced disproportionate pollution burdens (such as PM2.5 and Diesel PM emissions) compared with other communities in Los Angeles County; and

WHEREAS, the Task Force has developed an Investment Plan for the Metro Board's consideration to deliver much-needed investment for the communities directly impacted by the movement of people and goods through the I-710 South Corridor; and

WHEREAS, the Investment Plan implements projects and programs designed to realize multimodal strategies and reflects the collective vision and aspirations of the communities and stakeholders it serves; and

WHEREAS, the Investment Plan represents the consensus support of Metro stakeholders who live and work along the LB-ELA Corridor; and

WHEREAS, there is no corridor-wide expansion of the I-710 Freeway or displacement in the Investment Plan; and

WHEREAS, the Investment Plan hopes to achieve a multidimensional, multimodal investment strategy to improve regional and local mobility and air quality while fostering economic vitality, social equity, environmental sustainability, improved public health, safer travel for all users, and access to opportunity; and

WHEREAS, the Investment Plan identifies and funds initial implementation-ready project priorities to prepare for leveraging and implementation; Identifies longer-term project priorities and funds planning / pre-implementation phases leading to leveraging and implementation; plans, develops, identifies, and refines remaining projects, programs, strategic initiatives, and equity needs to advance the corridor's Vision, Goals, and Guiding Principles; identifies projects recently funded and seeking funding by other sources; and features 15 Community Programs and 5 Modal Programs.

NOW, THEREFORE, BE IT RESOLVED by the Gateway Cities Council of Governments as follows:

SECTION 1. All of the recitals above are true and correct and are incorporated herein as if set forth in full.

SECTION 2. That the Gateway Cities Council of Governments support the Investment Plan, including the following priorities for the residents and cities of the Gateway Cities subregion, including:

- Five Modal Programs centered around the following modes of transportation: Active Transportation, Arterial Roadways/Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement, and Transit;
- The delivery of projects valued at \$13.6 billion that will be funded through sources *other* than the Corridor's Measure R/M funds, including a series of multimodal transportation projects since initiating the Task Force in

September 2021, from local bicycle lanes to major port infrastructure projects; and

- An investment of \$743 million in Measure R and M funding dedicated to the LB-ELA Corridor to catalyze more than \$2.46 billion in local, state, and federal investment in priority projects and programs; taken together, the total investment generated from Measures R and M funding is expected to be over \$3.2 billion; and
- The \$743 million in Measure R and M funding includes \$449 million for initial project funding, including \$40 million for community programs, and \$293 million for modal programs; and
- The projects and programs recommended for initial funding as listed in Table 8-2 of the Investment Plan (pages 183-184), which are in various stages of project development, from planning through implementation.

SECTION 3. The Secretary shall attest and certify to the passage and adoption of this Resolution and enter it into the book of original resolutions, and it shall become effective immediately upon its approval.

PASSED, APPROVED AND ADOPTED this 6th day of March, 2024



Ariel Pe, President

ATTEST:



Hector De La Torre, Secretary



April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. California Walks urges Metro to continue engaging communities and provide improved access to sustainable alternative transportation, with the guarantee that no displacements or increases of pollution will occur due to this plan. Investment efforts, such as this CMIP, which shift funding away from freeway expansion towards real community mobility investments, should be the direction that all agencies take moving forward. This plan shows a commitment to advancing real community priorities over the failed approaches of the past, but LA Metro must follow through in its commitment or risk further alienation of the communities along the 710 corridor, many of whom have voiced serious misgivings about whether these investments will actually benefit them.

California Walks supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors.

Sincerely,

Kevin C. Shin
Co-Executive Director
California Walks

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.**

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility for all road users. Car-Lite Long Beach urges Metro to continue engaging communities and provide sustainable alternative transportation that includes investments in public transit and improved access to the Los Angeles River for pedestrians and bicyclists.

Car-Lite Long Beach supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors. Thank you.

Sincerely,

Erin Hoops

Organizer, Car-Lite Long Beach



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Karen Bass	<i>Mayor, City of Los Angeles</i>				
Board of Harbor Commissioners	Lucille Roybal-Allard <i>President</i>	Diane L. Middleton <i>Vice President</i>	Michael Muñoz <i>Commissioner</i>	Edward R. Renwick <i>Commissioner</i>	I. Lee Williams <i>Commissioner</i>
Eugene D. Seroka	<i>Executive Director</i>				

April 24, 2024

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Members of the Metro Board of Directors:

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

I write to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**. This plan is a bold step forward to deliver over \$3 billion in new projects, benefiting the I-710 South Corridor and the communities along it, while creating jobs for our local workforce.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, funding numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South Corridor have asked for their voices to be heard and for their needs to be addressed. This plan moves us in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. It is a major achievement to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Moving forward, I also want to highlight the inclusion of the **Lomita Boulevard/SR-47 Connector Project** in the Long Beach-East LA Corridor Mobility Investment Plan as an unfunded priority project. This project would fully improve Lomita Boulevard, from Eubank Avenue to Alameda Street (1.2 miles) along the Wilmington/Carson border and connect it with Alameda Street to the east. Improving this boulevard would provide safe, quality travel options for moving people and goods. An engineering study is underway, which would create a scope of work that includes alternative project options and the projected costs associated with each option. Once completed, the City of Los Angeles should have the necessary documents to move forward and obtain additional support and funding.

Again, on behalf of the Port of Los Angeles, I express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full support of the Metro Board of Directors. Thank you.

Sincerely,



EUGENE D. SEROKA
Executive Director

EDS:DL/AS:vb



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors:

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

City of Paramount fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

CITY OF PARAMOUNT

Annette C. Delgadillo
Mayor

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April 24, 2024

VIA ELECTRONIC MAIL

Chair Bass & Members of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Clerk of the Board
Email: BoardClerk@metro.net

Re: Item #11- Long Beach- East LA Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Board:

On behalf of the Coalition for Environmental Health & Justice (CEHAJ), we submit this letter expressing our concerns and recommendations regarding the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP) scheduled to come before the Board on April 25, 2024. For over two years, our coalition has participated in the taskforce process with Metro staff and a diverse group of stakeholders, including impacted residents living along the I-710 corridor, government officials, regional planning agencies, industry groups, port authority representatives, and utility providers. We were encouraged by Metro's commitment to equity and sustainability principles that aimed to repair past harm done to communities along the corridor.

Throughout the two-year-long process, we shared Metro's goal of ensuring that the CMIP "achieve[s] a multidimensional, multimodal investment strategy to improve regional and local mobility and air quality." We continue to share that goal but emphasize the need to center equity, public health, and sustainability while providing direct benefits to communities that have borne

the brunt of freight pollution along the corridor. We firmly believe that Metro has an opportunity to address the racist and environmentally harmful legacy of freeway expansions by further refining this investment plan to directly benefit residents in communities hardest hit by the creation of the I-710.

CEHAJ supports several good aspects of the CMIP that carry some direct benefit to corridor communities. These include: 1) specific freeway-related projects like the Willow Interchange Improvements, traffic controls, and particulate matter reduction pilots, as long as there are assurances that none will lead to displacement; 2) arterial roadway improvements along Atlantic Boulevard and Florence and Slauson Avenues; 3) transit investments that improve headways, rider experience, and install quality bus shelters and pedestrian and bicyclist protection along key routes; 4) active transportation that will improve quality of life for residents; 5) improved traffic control systems, as long as they include analysis for localized emissions and do not lead to traffic diversion onto residential streets; 6) community programs that aim to strengthen communities through housing stabilization, homelessness assistance, urban greening initiatives, zero-emissions infrastructure, bus electrification, targeted hire, and improved air quality monitoring; and 7) zero-emissions transportation and infrastructure that will lead to the elimination of diesel trucks, prioritize direct electrification of freight transportation and develop infrastructure planning through robust community engagement.

At the same time, we lament that community programs receive only 5% of the initial committed funds through the CMIP. We also continue to see several deficiencies in the CMIP and remain deeply concerned about the following aspects of the plan:

- The CMIP prioritizes projects that elevate industry-led priorities near freight hubs and projects in the corridor's southern end, which outnumber those that may serve the northern corridor and East Los Angeles/Commerce communities.
- The CMIP must utilize a robust public health analysis to vet proposed projects before committing limited public funds.
- The CMIP does not unequivocally prohibit funded projects from displacing residents or small businesses.

Without additional guardrails, implementation of the CMIP risks veering away from the promised equity principles that would guide the process and further erode the public trust Metro has earned after two years of public engagement on the plan.

The plan, however, can still be improved with the inclusion of several key measures to ensure that impacted communities have decision-making power through the proposed working group process in the following specific ways:

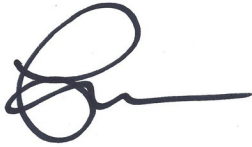
- Ensure that each established working group comprises a diverse group of residents and corridor cities and that well-resourced, industry-focused groups do not hijack the process.
- Include community veto power over projects later found to result in high community impacts such as displacement, air pollution, and health disparities.
- Ensure that final decisions to move a project forward require majority approval from corridor residents in the working groups.

Finally, we were encouraged last month by Supervisor Hahn’s motion calling on Metro to commit to a no-displacement policy. While we appreciate Metro staff pre-screening projects on the initial CMIP project list for potential displacement, these early actions do not assure communities that Metro will prevent projects later determined to trigger displacement from moving forward once included in the investment plan. We urge the full Board to adopt a resolution making it unmistakable that no investment from this plan, designed to remedy past harms, will lead to the displacement of Corridor residents or small businesses.

We look forward to continuing to engage with Metro staff and the board to ensure that Metro’s first-of-its-kind investment plan leads to equitable outcomes and achieves the goals of making I-710 Corridor communities whole.

Thank you,

On behalf of the Coalition for Environmental Health and Justice



Fernando Gaytan
Earthjustice

Sylvia Betancourt
Marlin Dawoodjee Vargas
Long Beach Alliance for Children with Asthma

Janeth Preciado Vargas
Communities for a Better Environment

Kimberly E. Leefatt
Natural Resources Defense Council



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, Norwalk, CA 90650 | (562) 860-2451 extension 2204

Office of the President

April 28, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

On behalf of Cerritos College, I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Cerritos College fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and respectfully requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Jose L. Fierro, DVM, Ph.D.
President/Superintendent
jfierro@cerritos.edu

Cerritos College

11110 Alondra Blvd., Norwalk, CA 90650 | Office (562) 860-2451 | www.cerritos.edu

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.**

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility for all road users. SELA Bicycle Center urges Metro to continue engaging our communities and provide improved access to sustainable alternative multimodal transportation that includes safe access to the Los Angeles River for pedestrians and bicyclists. As a longtime resident of these communities, I am excited to see such interest and dedication to improve our communities. Our communities deserve investments in our region that will improve air quality, increase access to green spaces, and ultimately improve the quality of our life.

SELA Bicycle Center supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors. Thank you.

Sincerely,

Christian Vazquez
Owner
SELA Bicycle Center

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0064
(916) 319-2064
FAX (916) 319-2164

DISTRICT OFFICE
8255 FIRESTONE BOULEVARD, SUITE 203
(562) 861-5803
FAX (562) 861-5158



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CHAIR, RULES
CO-CHAIR, LEGISLATIVE ETHICS
GOVERNMENTAL ORGANIZATION
JUDICIARY
LOCAL GOVERNMENT
CHAIR, JOINT COMMITTEE ON RULES

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward to deliver real investments along the I-710 South freeway and throughout the communities that it traverses, ensuring that we continue to create jobs for our local workforce while delivering more than \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. The plan offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard and for their needs to be addressed. This plan is a big step in a positive direction, departing from traditional approaches and embracing innovative strategies that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its task force, Community Leadership Committee, and several working groups. This extensive engagement underscores the magnitude of the endeavor to finalize the plan, reflected in a finished product that lays the groundwork for significant investments in our underserved communities.

I am in strong support the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full support of the Metro Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Blanca Pacheco", written in a cursive style.

BLANCA PACHECO
Assemblywoman, 64th District

City of Bell, CA
Office of City Manager
6330 Pine Avenue
Bell, CA 90201



Michael L. Antwine, II
City Manager
Phone: (323) 588-6211
Fax: (323) 771-9473

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I fully support the **Long Beach-East Los Angeles Corridor Mobility Investment Plan.**

This plan is a bold step forward. It will deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportations, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard and their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Metro has engaged community stakeholders throughout the plan's development through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, reflected in a finished product laying the groundwork for real investments in our underserved communities.

The City of Bell fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael L. Antwine II", is written over a horizontal line.

Michael L. Antwine II, City Manager



MAYOR
REX RICHARDSON

April 24, 2024

Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Metro Board of Directors,

I write to you today to provide comments on the Long Beach elements of the Long Beach-East LA Draft Corridor Mobility Investment Plan.

On behalf of the City of Long Beach, I would like to thank LA Metro staff for the many years of hard work that went into putting this Corridor Mobility Investment Plan together, and all of the community members who shared their insights and participated in the development of this plan. The City of Long Beach is grateful to have had the opportunity to share our community's priorities throughout the process.

We are supportive of the current draft of the plan, and are especially appreciative of the \$9 million that the Shoemaker Bridge and Shoreline Drive Realignment projects will be receiving as a part of this plan. The projects aim to enhance mobility for various forms of transportation, expand the park size, and improve accessibility to the park space. This initiative will not only benefit the environment but also contribute to the quality of life for residents and visitors alike. It is a positive and forward-thinking project that demonstrates our commitment to creating a healthier and more vibrant city for everyone.

We know that this initial \$9 million investment is just a starting point, and we look forward to partnering with LA Metro CEO Stephanie Wiggins and her team to identify the additional funding needed in the months ahead to make the larger Shoemaker Bridge project a reality. Shoemaker Bridge (including the realignment of Shoreline Drive) will soon be a shovel-ready project, and was identified as an early-action project of the 710 corridor that will serve as an important asset to bolster our regional economy. We hope to count on the ongoing commitment and partnership of LA Metro and our regional partners to help ensure this critical project moves forward.

Moreover, we appreciate the inclusion of non-freeway projects in this investment plan, which references Long Beach's Westside Promise Initiative, the Green Terminal Island project, and other greening and multi-modal projects in our city. It is important that we continue to look beyond freeway expansion and prioritize multi-modal solutions for our region.

Our understanding is that the freeway projects themselves will be designed within the parameters of the previous Metro Board motion led by Supervisor Janice Hahn that prevents takings as a part of any proposed freeway improvements, and the City of Long Beach would like to ensure that the Supervisor's motion is still followed with the implementation of this plan. I would like to acknowledge Supervisor Hahn and her staff who have been supportive of the Long Beach community's needs and priorities throughout the development of this comprehensive plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Rex Richardson".

Rex Richardson, Long Beach Mayor

April 2024 RBM Public Comments – Item 11

From: [REDACTED]

Sent: Wednesday, April 24, 2024 2:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: donez.francisco@epa.gov; Dunning.connell@epa.gov; capilla.morgan@epa.gov; Elissa.Konove@dot.gov; Monica.Gourdine@dot.gov; Antonio.Johnson@dot.gov

Subject: Public Comment - Item #11 - I-710 Freeway Removal Alternative Analysis & Mitigation

Michael Cano

Executive Officer

Countywide Planning and Development

LA Metro

One Gateway Plaza, MS 99-13-1

Los Angeles, CA 90012

Long Beach – East Los Angeles Corridor Mobility Investment Plan

Hi Michael,

Thank you for responding to my questions at recent public meetings regarding a plan alternative to remove the I-710 freeway. Also thank you for acknowledging my prior email. Please include this letter with attachments as public comment for the draft **Long Beach – East Los Angeles Corridor Mobility Investment Plan**.

As I stated at the meetings, maintaining I-710 as a freeway does not appear consistent with the goals and guiding principles of the local community, nor consistent with the environmental justice and social equity policies of LA Metro. This is reinforced by the decision by the Metro Board to remove I-710 as a designated interstate in the wealthier non-minority communities north of Valley Boulevard.

At two meetings and by email I inquired why, during the plan process, local communities south of Valley Boulevard were not presented with removal of I-710 as an option to be evaluated in the Corridor Mobility Investment Plan draft document. Exclusion of this option denied the local communities the resources and opportunity to evaluate removal as a viable alternative. What analysis was done in making the decision to exclude the option? Was the community informed of that analysis?

The I-710 freeway was not part of the original LA County interstate system. It was part of the urban add-on projects and was not evaluated for long-term sustainability. It is overcapacity and cannot function at the level of service for which it was designed. The traffic congestion on I-710 has significant negative impacts on air quality (air pollution) including particulates that imbed deep into lung tissue and which apparently cannot be mitigated. I-710 cannot accommodate current or future freight traffic efficiently or cost effectively. I-710 attracts vehicle trips which concentrates

traffic congestion and exacerbates travel delays. The facility's impact environmentally degrades adjacent communities and the Los Angeles River. The Los Angeles River is the largest recreational and open space resource for these communities.

Along the corridor the local communities have excessive transportation costs in relation to income. These costs divert resources from needs such as housing, healthcare, education, childcare, recreation, food, etc. The local municipalities are faced with excessive transportation infrastructure costs in relation to their tax base. These resources are diverted from public services and benefits like parks, police, fire, maintenance, schools, libraries, etc.

Historically urban interstates generate more economic, environmental, health, and social costs than benefits. I-710 is a clear example of this. It is less beneficial to attempt to mitigate its impacts than to remove the freeway, especially long term. The resources and technology to mitigate removal exist. The local communities are entitled to have this option pursued and evaluated in the planning document.

At the second meeting you asked that I provide a viable alternative. A combination of many different alternatives exist. Because this corridor is so complex, it is best to take a holistic approach and integrate a variety of solutions. The specific measures for a more viable long-term solution with examples include:

1. Distribute the freight sorting load by developing satellite inland freight ports to accommodate distribution, transfer, and growth of freight traffic.
2. Utilize autonomous electric rail freight car technology. This type of system distributes the freight more efficiently and cost effectively than trucking. Negative congestion and air quality impacts are eliminated. Vendors such as Alstom, Intramotev, and a local company, Parallel Systems, develop this technology. It is not dissimilar to airport luggage sorting systems or automated warehouse systems.
3. Utilize the available rail capacity of the Alameda corridor as a conduit for these autonomous electric rail freight cars to move freight to the inland ports.
4. Utilize micro-terminal technology, also currently available, for freight transfer to trucks at satellite ports.
5. Upgrade existing rail and bus transit technologies as competitive alternatives to auto travel, especially for peak periods.
6. Implement established comprehensive TDM Transportation Demand Management strategies. This facilitates a progressive modal shift from auto trips to competitive transit.
7. Inventory the study area parking supply. Develop a parking management system to use parking supply resources more efficiently and to free up resources for other uses. Excessive parking supply competes directly with resources for housing which leads to increased housing costs. This negatively impacts the affordability of housing supply.
8. Develop a financing, economic development, and systems approach for transit improvements to assure that transit capital improvements qualify for maximum federal and state matching funds.
9. Model the Long Beach and Gateway Cities transit rail lines as fully grade separated extensions to the red and purple lines as an alternative to less competitive LRV light rail technology. Consider using dual-traction technology vehicles and open cut street-side station design to increase cost/effectiveness. Typical competitive urban rail travel times are

near the range of 28-32 mph including station stops. Planning the lines as extensions of existing service improves the cost/benefit and reduces operating costs. These adjustments increase project competitiveness for federal funding grants.

10. Extend the existing Green Line to connect with the Norwalk/Santa Fe Springs commuter rail station east of Norwalk.
11. Develop rail connections between the Green and Blue Lines to facilitate direct Green Line service to downtown Los Angeles and Long Beach.
12. Upgrade primary (Tier 1) bus service to exclusive center lane running competitive BRT service. This strategy improves service levels and efficiency while reducing operating costs.
13. Program restoration of the Los Angeles river floodplain to filter and reduce pollution that impacts Long Beach.
14. Develop land-bank and density transfer policies and programs to acquire land to enlarge the floodplain and watershed to accommodate a natural flow.
15. Research and implement floodplain best-use models. Develop best-use river flood plain recreational facilities.
16. Develop a rainwater diversion program throughout the watershed to mitigate pavement runoff.
17. Adjust zoning densities in the local communities to capitalize on the open space, surplus land, and transit improvements.
18. Partner with automated rail car and BRT vendors to develop local industry employment in research, training, and manufacturing.
19. Removal of the interstate will change and increase adjacent land values. Utilize urban and real estate economists, urban geographers, and planners to analyze development strategies that take advantage of the improved land value opportunities.

Thank you for the opportunity and suggestion to provide this alternative approach. Examples and links follow below.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

<https://vimeo.com/854522315>

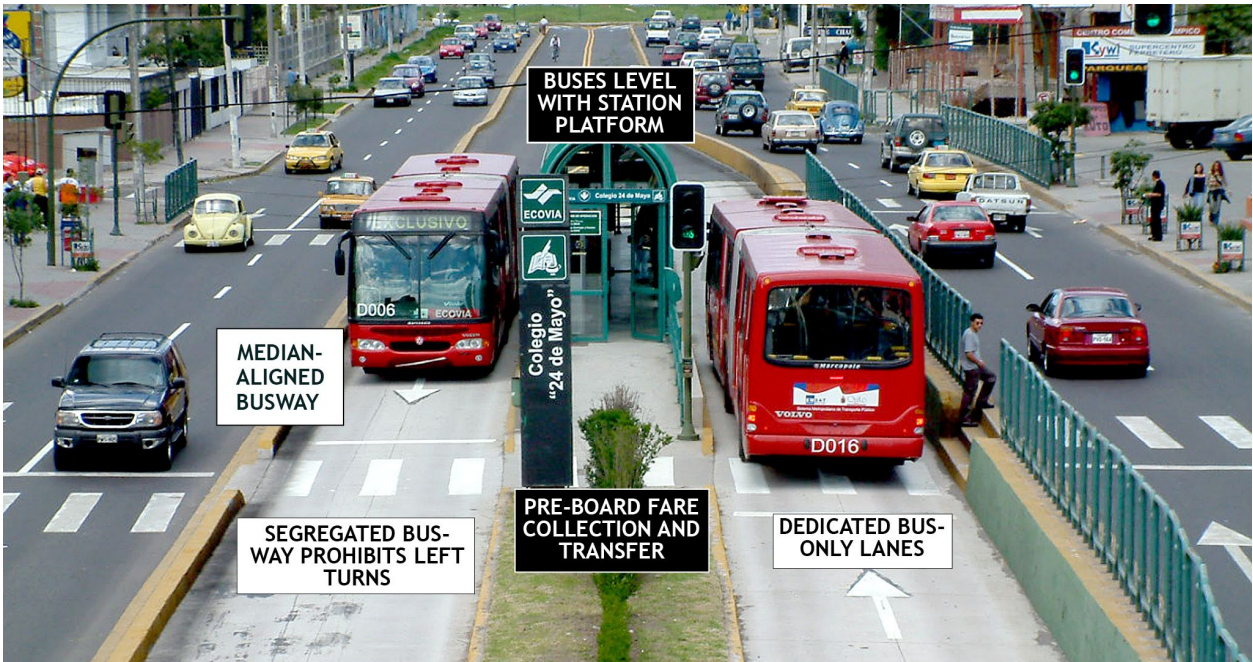
<https://spectrum.ieee.org/parallel-systems-autonomous-trains>

<https://intramotev.com/product-technology/>

<https://www.freightwaves.com/news/disruption-junction-startup-aims-to-replace-locomotives-with-autonomous-railcars>

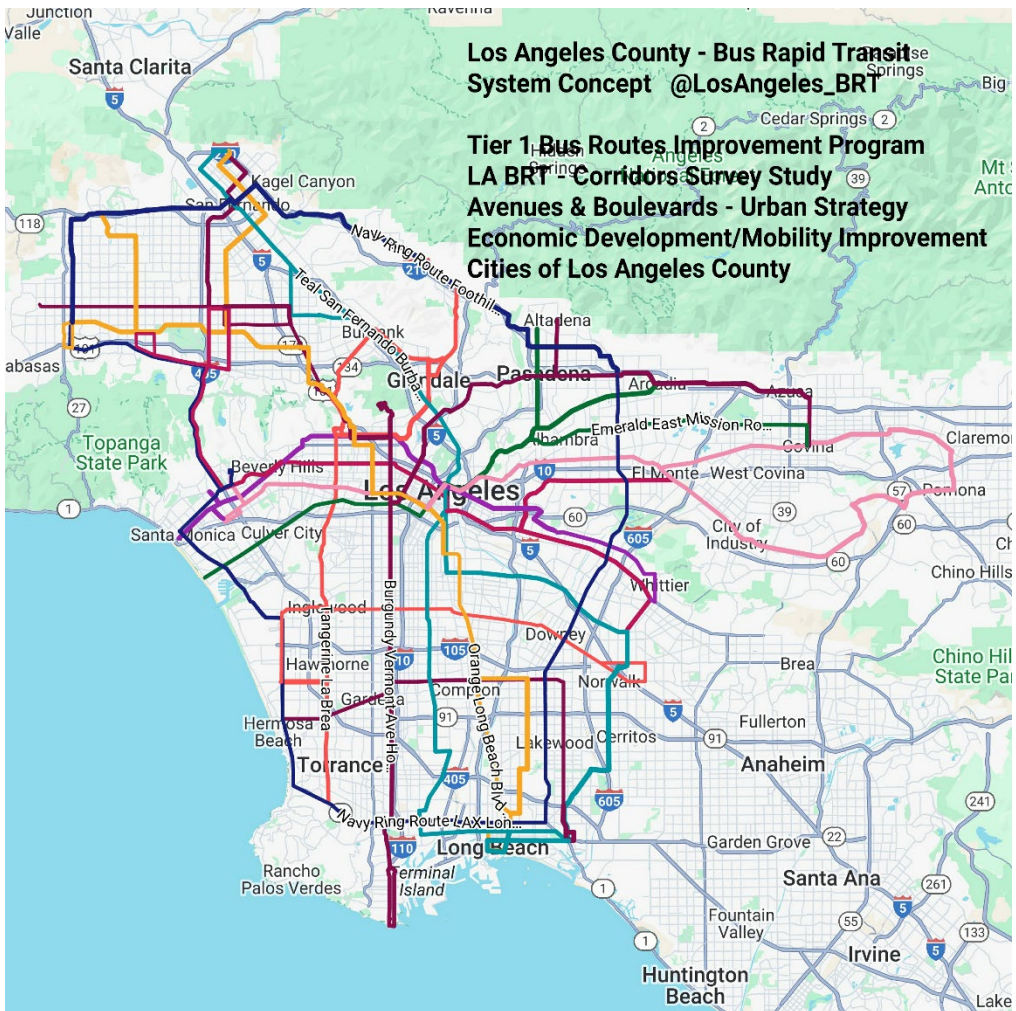
Attached are photos of effectively implemented BRT, open cut, and autonomous rail car technologies .

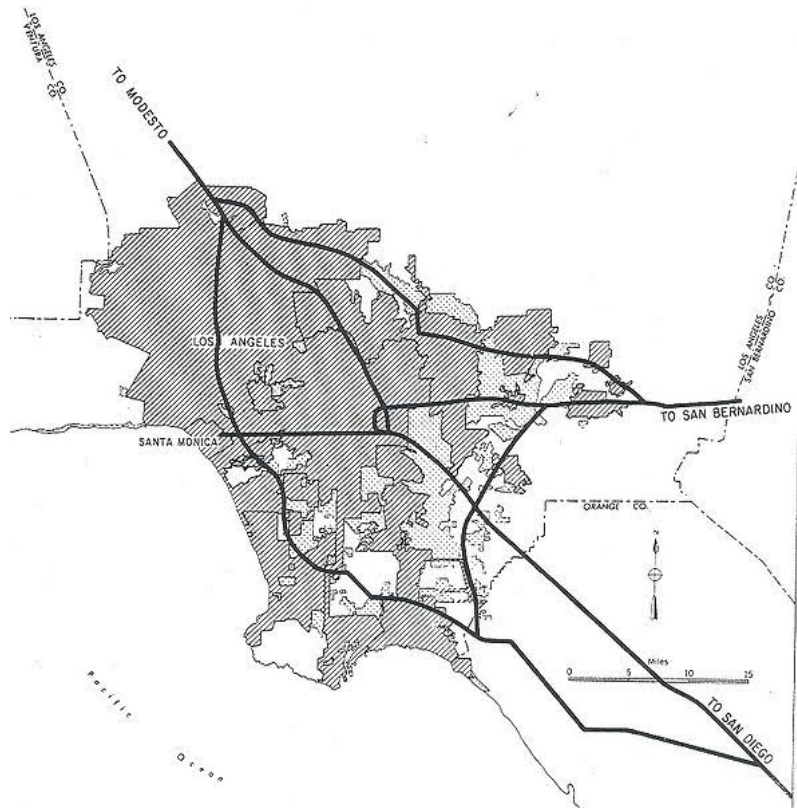












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L.A.'s Invisible Freeway Revolt

The Cultural Politics of Fighting Freeways



Eric Avila¹

¹University of California, Los Angeles, Los Angeles, CA, USA

Eric Avila, UCLA Department of History, 849 S. Broadway, Apt. 1105, Los Angeles, CA 90014, USA. Email: eavila@ucla.edu

Abstract

Existing accounts of the politics of fighting freeways during the age of the Interstate largely describes the victories of white affluent urban neighborhoods that successfully mustered local opposition to urban highway construction. Popular understandings of the "freeway revolt" thus remain limited to places like Beverly Hills, CA, Cambridge, MA, Lower Manhattan, and New Orleans's French Quarter. Yet a close examination of cultural expression from urban minority communities, like the Chicano barrio of East Los Angeles for example, reveals a more pervasive and sharper critique of building freeways in the city. Losers, perhaps, in the fight against the freeway, city people of color nonetheless voiced specific grievances against highway construction through art, literature, and other forms of creative production. Herein lies another freeway revolt, which inspires local opposition to subsequent forms of spatial injustice in the inner city.

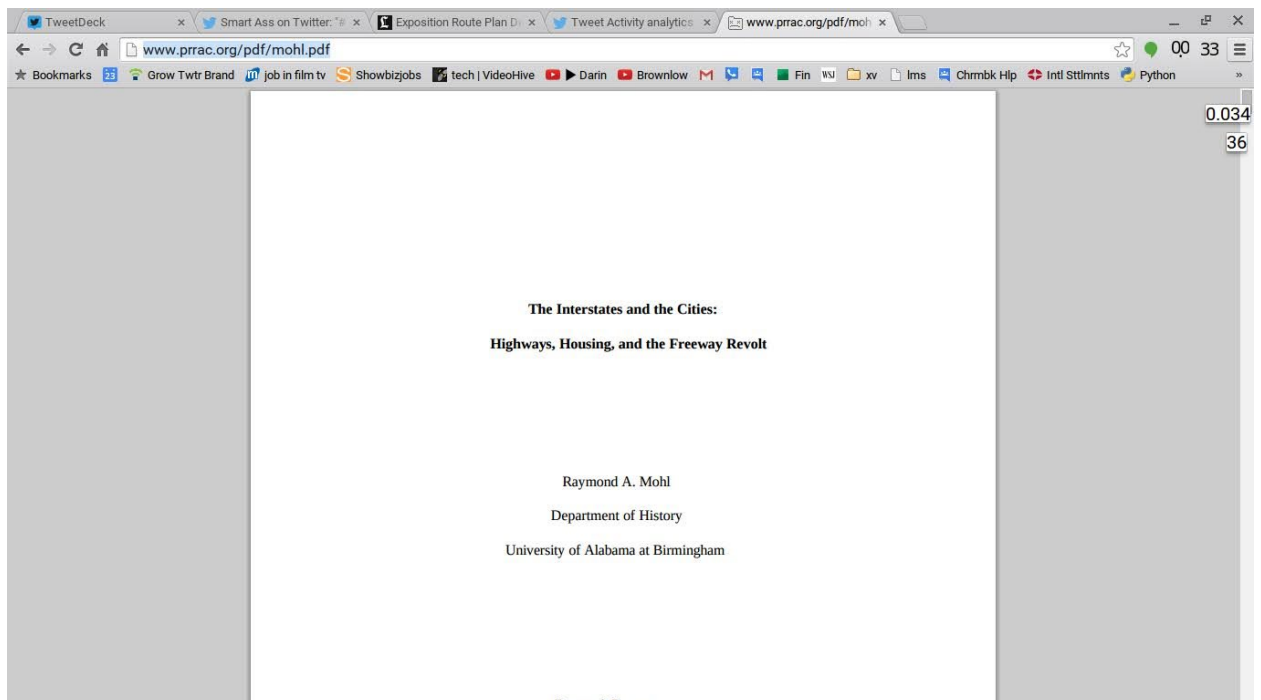
[highway construction](#)

[Freeway revolt](#)

[Mexican Americans](#)

[Los Angeles-Boyle Heights](#)

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Bus Rapid Transit in Los Angeles

Bus Rapid Transit Workshop
April 8-9, 2002

"Action Plan for a Thriving BRT Market"

On April 8-9, 2002 at Los Angeles, CA a Bus Rapid Transit Workshop was held on "An Action Plan for a Thriving BRT Market." Participants at this workshop including the Federal Transit Administration (FTA) officials, community transit representatives, manufacturers and suppliers, and other industry stakeholders all contributed ideas, suggestions, viewpoints and perspective on the workshop topics.

The FTA shared the results from this workshop in an initial Action Plan. One of the areas of interest by the participants was the need for help in community education to help raise the public conscience about the availability of a new mass transit option, which can be funded and immediately provide needed service.

Conversations are needed on a federal level, and local transit groups must talk with their state and regional agencies to strategize funding options, so that both sides are working toward a middle community ground.

The FTA acknowledges the need to encourage competitive BRT vehicle production domestically. Adjustments and

wbur

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How Bus Rapid Transit Eased Mexico City's Grueling Commutes

April 29, 2019 By [Zeninjor Enwemeka](#)



Downtown, Inc.
How America Rebuilds
Cities

Bernard J. Frieden
Lynne B. Sagalyn

The MIT Press
Cambridge, Massachusetts
London, England

1950s. "We went through the black section between Minneapolis and St. Paul," he recalled, "about four blocks wide and we took out the home of every black man in that city. And woman and child. In both those cities practically. It ain't there anymore, is it? Nice little neat black neighborhood, you know, with their churches and all and we gave them about \$6,000 a house and turned them loose onto society."⁴

Whatever the motivation, the poor and the minorities were the leading victims of the highway and renewal programs. And the victims were numerous. Through 1967 urban renewal dispossessed more than 400,000 families and federal aid urban highways some 330,000. The more ambitious a city was in its efforts to rebuild, the more concentrated was the damage. Los Angeles, for example, made an early start on its famous freeway network with state highway funds and then drew down federal aid to step up construction. With their unerring instinct for spotting strategic neighborhoods whose people were poor, minority, and without political influence, the highway planners found the city's main Mexican-American community, Boyle Heights, irresistible. They pushed no fewer than five freeways through this one neighborhood a few miles east of downtown. Baltimore, another ambitious city renowned in the 1980s for the sparkle of its new buildings, also took a heavy toll out of its residents during the early stages. From 1951 through 1964 public programs including highways and urban renewal tore down the homes of about 10,000 Baltimore families, of whom 90 percent were black. By the time the dust settled, low-income blacks had lost the equivalent of one of every five houses they lived in.

Low-income and minority families who lost their homes faced hard times. Low-rent public housing projects usually had long waiting lists, and suburban homes were out of the question. Middle-income people who were moving to suburbia at the time left some vacant houses behind in the cities but most of them at rents the poor could not afford. For black families the situation was close to desperate. While wrecking crews were pulling down their houses, a near-record number of blacks just up from the rural South were crowding into the cheapest apartments still standing in the same neighborhoods: 1.5 million blacks left the South in the 1950s, on the heels of the 1.6 million who moved to the cities of the North and West during the 1940s.

The highway and renewal refugees were under pressure to leave

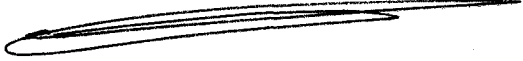


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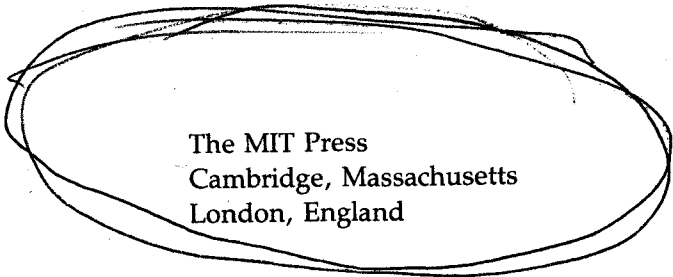
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Bernard J. Frieden
Lynne B. Sagalyn



The MIT Press
Cambridge, Massachusetts
London, England

Highway Detours

Backed by a civic elite and an increasingly sympathetic press, the mayors and their business allies moved quickly to broaden their power base and find money to carry out their plans. Operating at a time when the federal government was just beginning to increase its domestic spending, they gave their support to highway and urban renewal programs not originally intended for downtown redevelopment and managed to turn both programs to their own purposes.

Their first success of this kind was with the federal aid highway program. The interstate highway system as first proposed would have had some 34,000 miles of freeways flowing across the country but skirting the major cities. Its only urban roads would have been a series of short connectors linking city centers to the bypass highways, with no consideration to relieving traffic bottlenecks in town or helping local commuters.

In 1954 the Eisenhower administration drafted legislation to fund the proposed interstate system, and groups interested in highways began to mobilize support for a big program. New roads were popular, and the highway lobby was influential, but Congress was not going to give automatic approval to whatever plan the administration put before it. In 1955 the Senate and the House rejected major highway bills by wide margins because of disagreements over financing, and then another measure with different funding provisions died in the House. Anxious members of the highway lobby began to look for additional political support.

One place to look for supporters was among big-city mayors, several of whom had already tried to persuade House and Senate committees that the worst traffic jams, and therefore the most pressing highway needs, were in the cities. Not only that, but Baltimore's Mayor Thomas D'Alesandro had identified traffic strangulation within cities as "the major problem facing the country." Further both mayors and representatives of downtown business associations had already made Congress aware that the urban interstate routes were essential for revitalizing central business districts.

The high cost of buying city land for highways and the complex engineering problems of fitting wide roads into built-up areas made urban freeways far less attractive to the highway lobby than mileage in suburban or rural areas. But Alf Johnson, president and chief Washington strategist of the American Association of State Highway

Officials, wanted a broad coalition in order to get a national highway program through Congress. To pick up more big-city support he began persuading state and federal highway engineers to add more urban routes to the interstate network. With little opposition, federal highway administrators proceeded to invite state agencies to propose an additional 2,200 miles of urban highways.

Late in 1955 the U.S. Bureau of Public Roads made these additions official when it issued a report showing interstate highway designations for one hundred urban areas, looking much like the road maps out of a 1980s atlas of American cities. For large metropolitan areas, a typical plan showed an inner belt road around downtown, an outer belt highway circling the suburbs, and one or more radial highways connecting the suburbs to the city center. Smaller metropolitan areas had plans for loop roads or spurs connecting downtown to the nearest interstate highway. City officials also won another concession. During 1955 and 1956 congressional hearings, city representatives argued that urban interstate routes should be built not only as connectors to the interstates but also to help the cities cope with their own traffic problems. They got what they wanted with a provision in the 1956 law giving local needs equal consideration with interstate commerce in laying out these routes.

By the time Congress considered new highway bills in 1956, the official designation of urban routes had made the commitment to cities much more explicit than before, and the book with maps of one hundred urban areas was available to every member of Congress. A bill offering 90 percent federal financing to build the interstate highway system passed the House, 388-19, and the Senate, 89-1. How important the promises to cities were in getting the program enacted is hard to know, but President Eisenhower commented later that the book showing routes in one hundred cities had sold the program to Congress.

The cities' share in the new program was substantial. The Federal-Aid Highway Act of 1956 provided for 41,000 miles of interstate highways, of which 6,100 miles were in urban areas. Although the urban routes were less than 15 percent of the total mileage, they were expected to cost more than the rest of the system combined. Later amendments enlarged the total system to 42,500 miles and increased the urban share to 8,600 miles, more than one-fifth of the total mileage. Before 1956 the twenty-five largest cities had only 480 miles of freeways completed or under construction, and more than half the

total was in just three cities: New York, Los Angeles, and Chicago. By 1976 some 7,400 miles of urban interstate highways were open to traffic, accounting for most of the urban freeways in the nation. If new highways could help downtown by funneling people in and out more easily, the cities had accomplished a major part of their rescue mission by shaping the interstate program their way.

The mayors and their downtown allies were no weaklings when it came to spotting openings and snatching public funds. The program they remade to suit city purposes was nothing less than the largest public works program in history. Their takeover was all the more remarkable because it was contrary to the intentions of President Eisenhower and his adviser on the subject, General Lucius Clay. When Eisenhower discovered three years later that the interstate system was running freeways through congested major cities, he fumed that this was entirely against his original concept. Reluctantly he conceded that the book of urban maps had made firm promises to Congress, and the federal government could not unilaterally change routes established by federal-state agreements. Clay, who headed a presidential committee that proposed the 1956 legislation, also disowned the urban routes as perversions of what his committee had in mind. (By 1972 even Alf Johnson considered the urban interstates a legislative error.) That the big-city mayors and their allies prevailed against such powerful opponents was testimony both to their own skill and to the emerging opportunities to get federal resources for rebuilding downtown.

The Urban Renewal Takeover

Another program up for grabs was urban renewal. Like the highway program, its purposes were pliable enough to invite cities to define them according to their own needs. Enacted well before most downtown coalitions were up and running, it was in operation too early for them to reach for the money while Congress worked on the legislation. But there is more than one way to skin a federal program, and this time a gradual taking was the strategy of choice.

Urban renewal was a hybrid in its origins, born out of the overlapping purposes of two conflicting groups. Real estate interests had argued for a federal program that would help private enterprise convert run-down areas of cities into profitable developments. Housing advocates wanted federal help to get better housing for low-income

slum dwellers. The two lobbies came together just long enough to give critical support to a slum-clearance program as part of the Housing Act of 1949.

The housing lobby put its stamp all over the legislative history of the program. Thus the "primary purpose of Federal aid in this field," according to the Senate committee report, "is to help remove the impact of the slums on human lives rather than simply to assist in the redevelopment or rebuilding of cities."² No matter what the Senate leaders may have intended, the law had loopholes: One was that it offered federal help to cities for demolishing slum housing, no matter what they built in its place, on the assumption that tearing down slums was a community benefit in itself. This provision invited cities to use federal money for clearing run-down houses on the edge of the business district and to replace them with offices, stores, or anything else.

When legal requirements stood in the way of important projects, they turned out to have little practical effect. One of the basic provisions was that urban renewal funds were only for "a slum area or a blighted, deteriorated, or deteriorating area . . . which the [federal] Administrator approves as appropriate for an urban renewal project."³ What constituted a blighted area was open to argument, however, and city officials had good reasons to stretch the meaning of blight. Federal regulations that emphasized clearing the most unlivable areas conflicted with other rules requiring local renewal agencies to sell their cleared sites to private developers for rebuilding. Few developers were willing to build in the heart of the slums. Cities such as Newark tried in the early years of the program to plan middle-income housing in some of the worst parts of the city, only to discover that no developers were interested.

Soon city renewal directors were searching for "the blight that's right"—places just bad enough to clear but good enough to attract developers. Robert Moses showed the way in the early 1950s when he planned a renewal project around Columbus Circle in Manhattan in order to build the New York Coliseum. To make the area "predominantly residential" Moses gerrymandered the project boundaries around some nearby tenement houses. But in addition to making it residential, Moses had to make it blighted. According to testimony from the former chief architect of the city housing authority, only 10 percent of the tenements were substandard and only 2 percent of the entire area could be considered a slum. It became a slum when the

[REDACTED]
Sent: Wednesday, April 24, 2024 4:43 PM

To: Board Clerk <BoardClerk@metro.net>; mayor@cityofinglewood.org; fasanaj@accessduarte.com; kheit@gatewaycog.org; AskDon@bos.lacounty.gov; anajarian@glendaleca.gov; mayor.garcetti@lacity.org; Diane DuBois <service1@lakewoodcity.org>; Mike Antonovich <fifthdistrict@bos.co.la.ca.us>; councilmember.krekorian@lacity.org; Hilda@hildasolis.com; sheila@bos.lacounty.gov; mike.bonin <mike.bonin@lacity.org>

Subject: Public Comment Item #11 - Effective Urban Interstate Cancellation & Removal

San Francisco After the Port and Central Freeways were removed.

https://www.google.com/search?client=ms-android-tmus-us-rvc3&sca_esv=c403fc4712b20e4f&sca_upv=1&cs=0&output=search&q=Patricia%E2%80%99s%20Green%20In%20Hayes%20Valley&ludocid=13584464242076453763&lsig=AB86z5WZjDWaAlPRC_RidjS3Jy5ZU&kgs=042136bb03b95e8d&shndl=30&source=sh%2Fx%2Floc%2Fact%2Fm4%2F2#trex=m_t:lcl_akp,rc_f:rln,rc_ludocids:13584464242076453763,ru_gwp:0%252C7,ru_lqi:ChFoYXllcyB2YWxsZXkgcGFya0icw8bB5YCAgAhaHxACGAAYARgCIhFoYXllcyB2YWxsZXkgcGFyayoCCAOSAQRwYXJrmgEjQ2haRFNVaE5NRzluUzBWSIEwRm5TVVJWWjNSaVEwVm5FQUXgAQA,ru_phdesc:Jh9_jTBV_sCg,trex_id:SpB66d&lpg=cid:CglgAQ%3D%3D

Portland Riverfront Freeway Removal

<https://www.cnu.org/what-we-do/build-great-places/harbor-drive-removal#:~:text=Portland%2C%20Oregon&text=It%20stands%20as%20the%20first,lanes%20carrying%20US%20Route%2099W>

New York Hudson River Interstate Removal and Cancellation

https://en.wikipedia.org/wiki/West_Side_Highway#:~:text=at%2014th%20Street-,1973%20collapse,lanes%20that%20made%20merging%20dangerous

Washington DC Freeway Cancellations and Interstate funds transfers to transit.

San Francisco, CA Interstate Cancellations & funds transfers to transit.







THE COMMUTE

405 Commutes Now a Minute Worse Than Before Carpool Lane

Thursday, October 9, 2014, by Bianca Barragan



[Image via Eric Demarcq / Curbed LA flickr pool]

Hot on the heels of a study proclaiming Los Angeles to be one of the

WEST LA

405 FREEWAY

405 WIDENING

CARPOOL LANES

CARPOOL LANES

FREEWAYS

THE COMMUTE

TOP

TRAFFIC

58 COMMENTS

Like 1.3k

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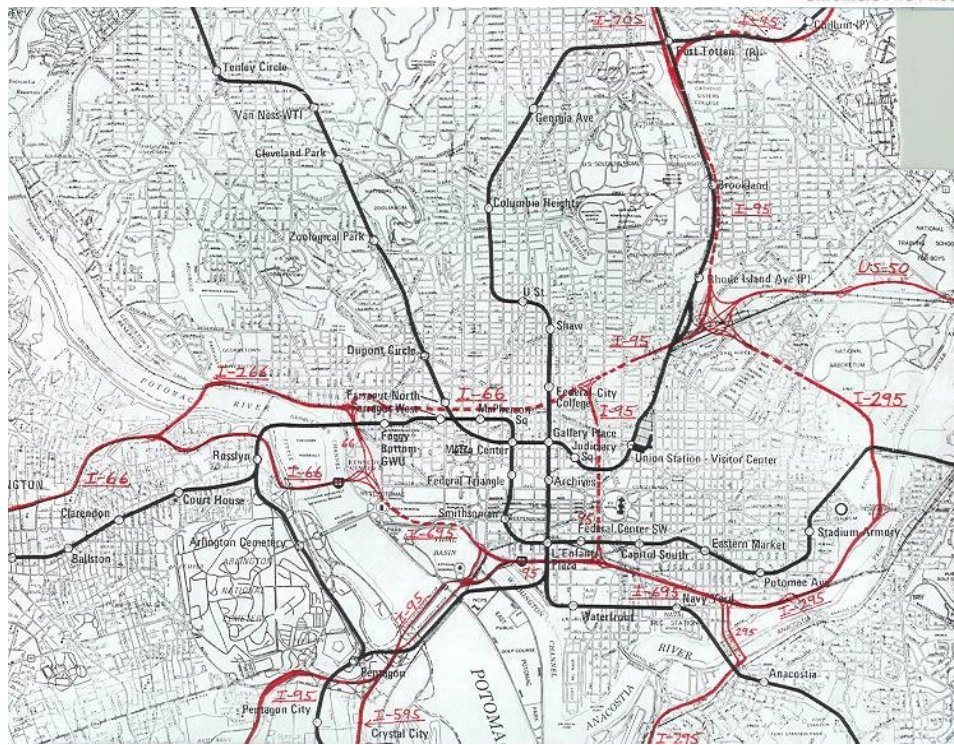
la@curbed.com
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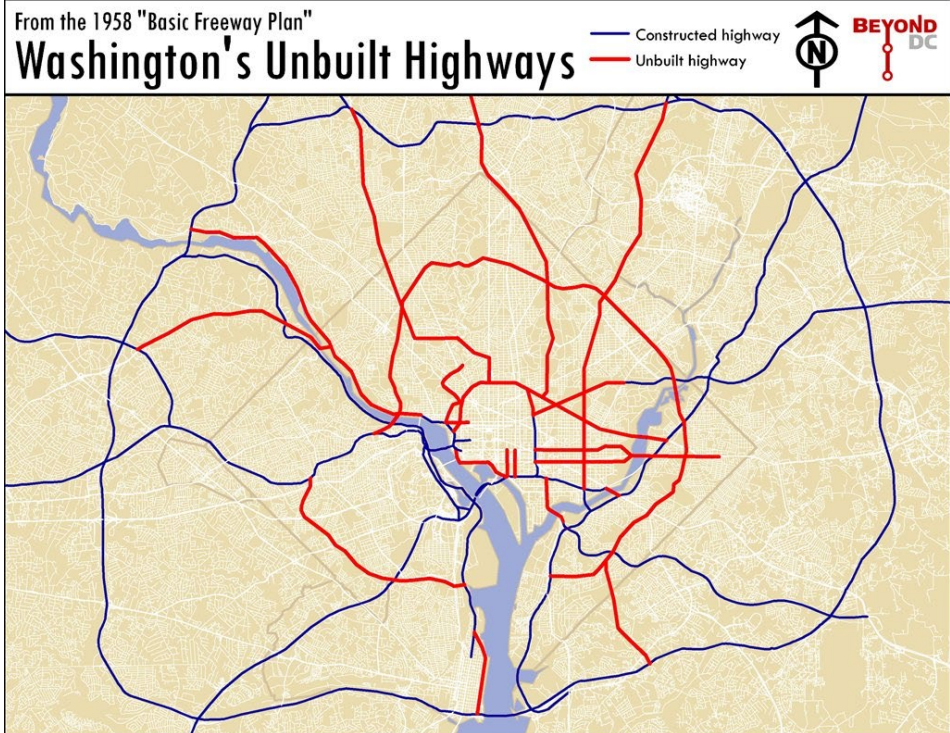
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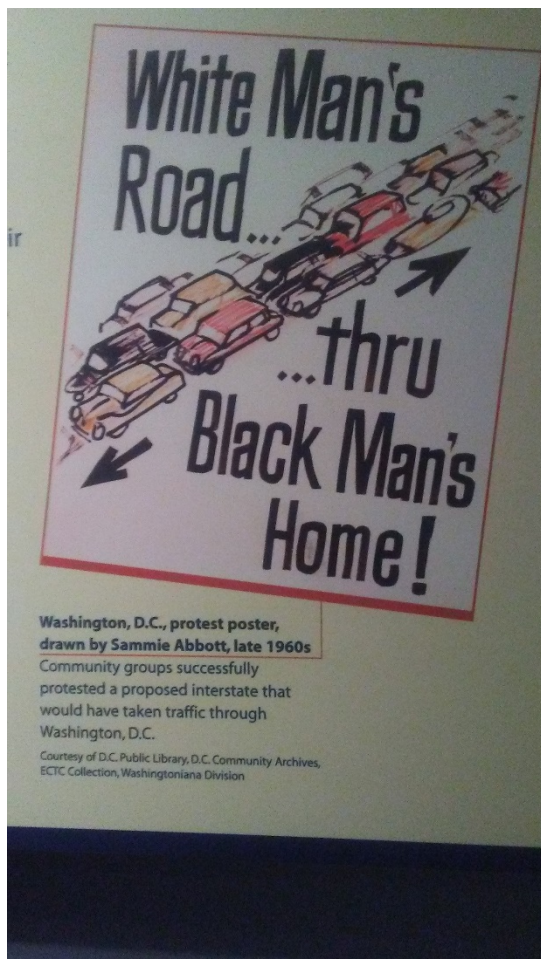
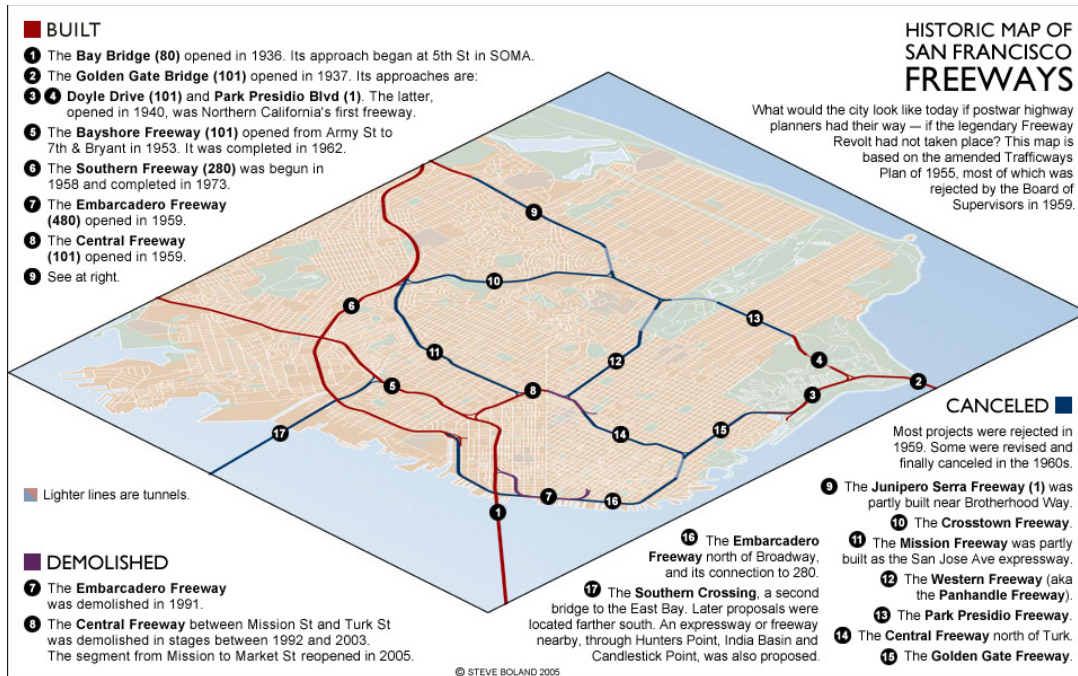


Chronicle File Photo





Chronicle / Vince Maggiora



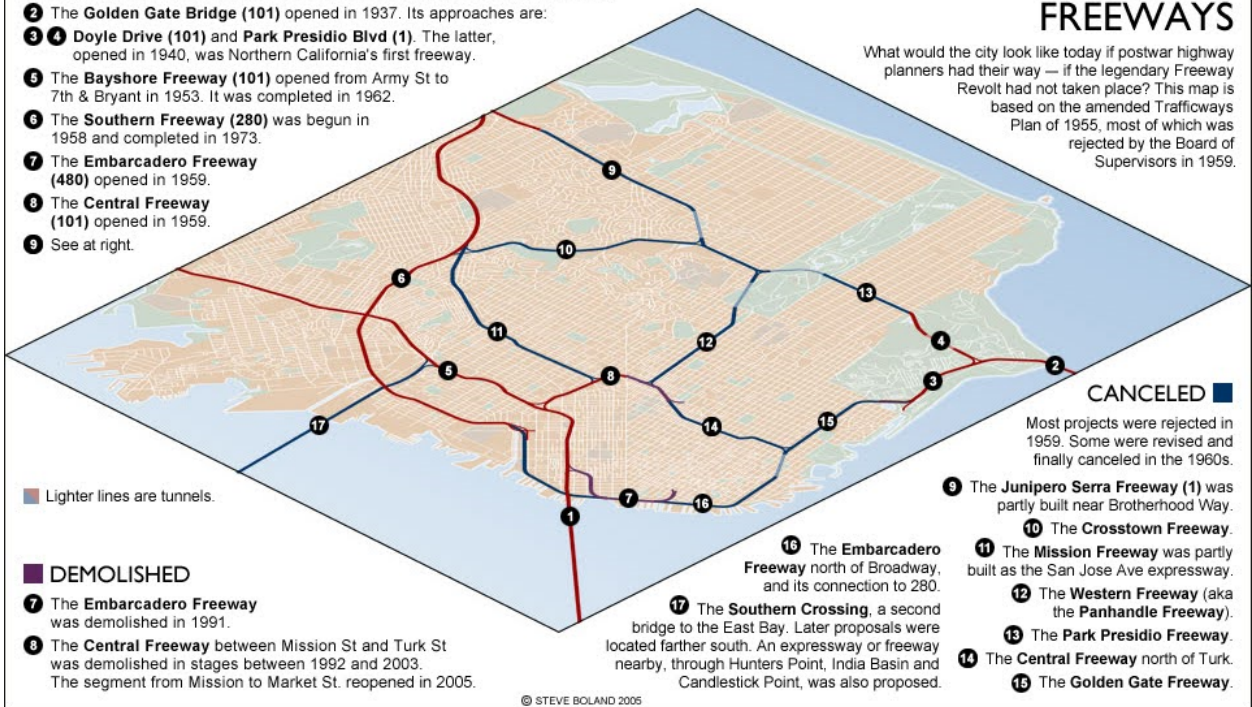


BUILT

- 1 The Bay Bridge (80) opened in 1936. Its approach began at 5th St in SOMA.
- 2 The Golden Gate Bridge (101) opened in 1937. Its approaches are:
- 3 4 Doyle Drive (101) and Park Presidio Blvd (1). The latter, opened in 1940, was Northern California's first freeway.
- 5 The Bayshore Freeway (101) opened from Army St to 7th & Bryant in 1953. It was completed in 1962.
- 6 The Southern Freeway (280) was begun in 1958 and completed in 1973.
- 7 The Embarcadero Freeway (480) opened in 1959.
- 8 The Central Freeway (101) opened in 1959.
- 9 See at right.

HISTORIC MAP OF SAN FRANCISCO FREEWAYS

What would the city look like today if postwar highway planners had their way — if the legendary Freeway Revolt had not taken place? This map is based on the amended Trafficways Plan of 1955, most of which was rejected by the Board of Supervisors in 1959.



Lighter lines are tunnels.

DEMOLISHED

- 7 The Embarcadero Freeway was demolished in 1991.
- 8 The Central Freeway between Mission St and Turk St was demolished in stages between 1992 and 2003. The segment from Mission to Market St. reopened in 2005.

CANCELED

Most projects were rejected in 1959. Some were revised and finally canceled in the 1960s.

- 9 The Junipero Serra Freeway (1) was partly built near Brotherhood Way.
- 10 The Crosstown Freeway.
- 11 The Mission Freeway was partly built as the San Jose Ave expressway.
- 12 The Western Freeway (aka the Panhandle Freeway).
- 13 The Park Presidio Freeway.
- 14 The Central Freeway north of Turk.
- 15 The Golden Gate Freeway.
- 16 The Embarcadero Freeway north of Broadway, and its connection to 280.
- 17 The Southern Crossing, a second bridge to the East Bay. Later proposals were located farther south. An expressway or freeway nearby, through Hunters Point, India Basin and Candlestick Point, was also proposed.





Darius Aidala for the City of San Francisco



One of the earliest Interstate battles took place in San Francisco, CA, where the double-decked Embarcadero Freeway (I-480) became a focal point for objections. Although additional construction was blocked, the freeway remained in place until it was damaged by the Loma Prieta Earthquake in October 1989.

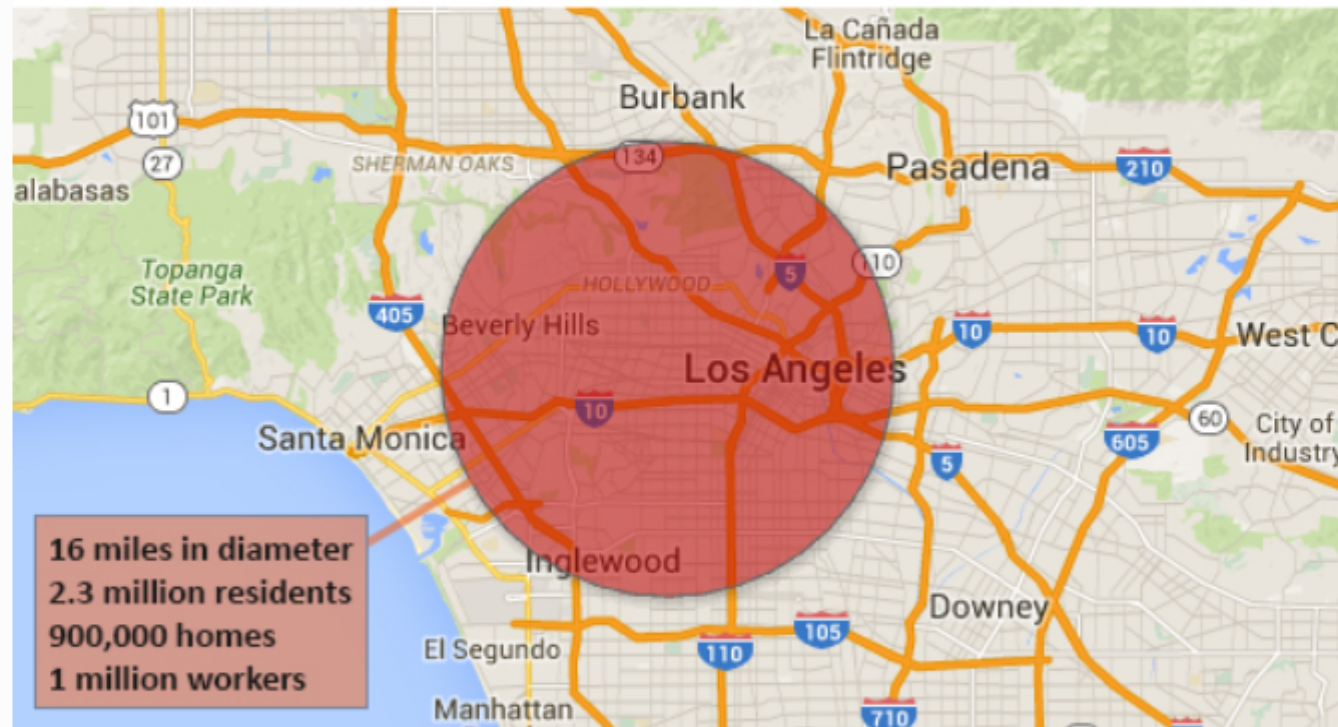
Darius Aidala for the City of San Francisco



MAPPED: ALL 200 SQUARE MILES OF PARKING IN LA COUNTY, AS ONE GIANT PARKING LOT

January 4, 2016

The LA County Parking Crater: 18.6 Million Parking Spots Use 200 Square Miles of Space



Giving "parking crater" a new meaning: All 18.6 million parking spots in LA County would take up enough space to create a parking lot 16 miles in diameter, obliterating a huge number of the communities and institutions that make LA such an attractive place to live, work, and visit. Even spread throughout the region, these parking spaces extend the distances between our destinations, raise prices and housing costs, and discourage healthier forms of transportation like walking and biking.

From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Item #11 - Removing Freeways - Restoring Cities

Removing Freeways - Restoring Cities

Produced by the
**Preservation
Institute**

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Tear It Down!
by John Norquist](#)

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Robert Moses Parkway](#)

The Movement Has Begun



<http://www.preservenet.com/freeways/>

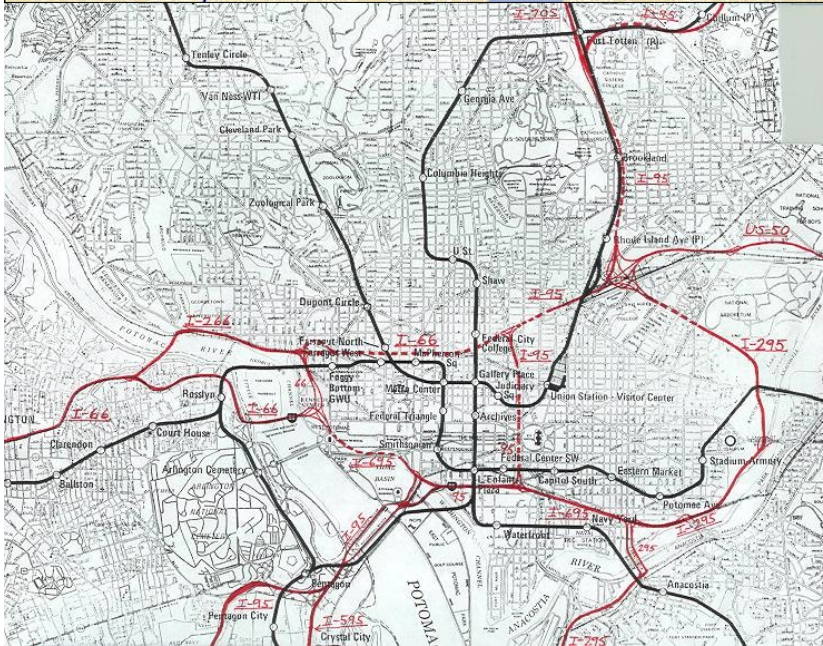
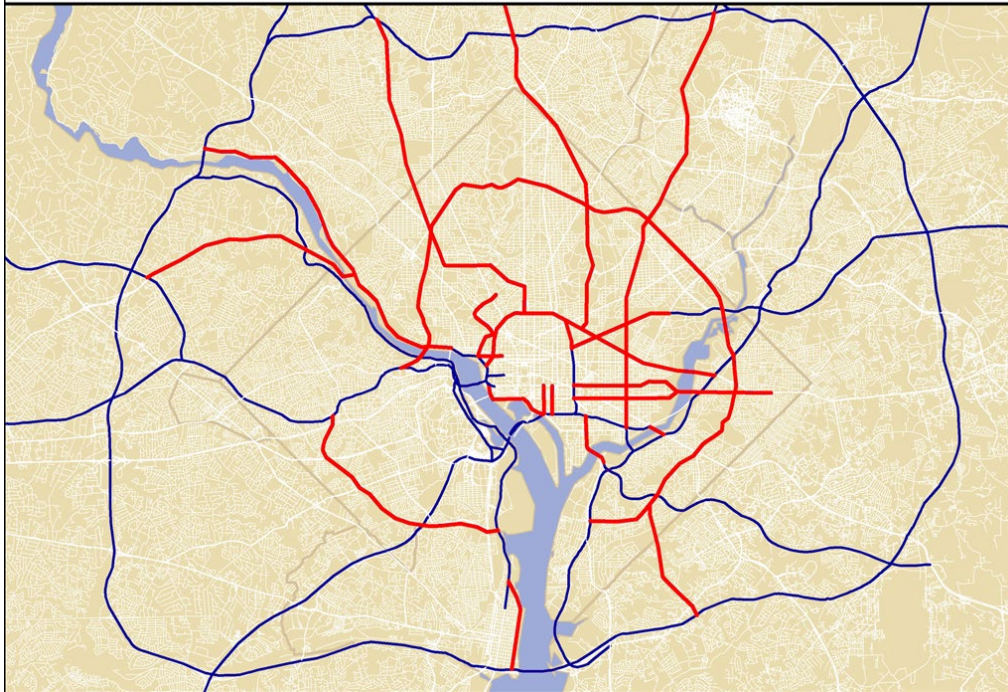
From the 1958 "Basic Freeway Plan"

Washington's Unbuilt Highways

— Constructed highway
— Unbuilt highway



BEYOND
DC





rights of way were usually cheaper to buy in poor neighborhoods than in wealthy ones. Sometimes local politics was a factor, since people in well-off neighborhoods had better connections to mayors and governors who could call off the road builders. In Nashville, for example, engineering consultants originally recommended an interstate route that ran mostly through railroad property except for one controversial section that would have eliminated several white-owned businesses. State and local officials objected and asked for an alternate route through the center of a black community, through the campus of a black college, and through sixteen blocks of commercial property filled with black-owned businesses.

Racism was also a factor. During the political jockeying that led to the 1956 highway act, officials from several cities told highway lobbyist Alf Johnson that the urban interstates would give them a good opportunity to get rid of the local "niggertown." This was not idle talk, nor was the practice limited to the South. Very few blacks lived in Minnesota, but the road builders found them. Miles Lord, later a federal district judge, reminisced about his service as attorney general of Minnesota overseeing interstate highway land takings in the



Culver City Unified School District

4034 Irving Place Culver City, CA 90232-2810
(310) 842-4220

Brian Lucas, Ed.D.
Superintendent

April 24, 2024

Metro Board
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Letter in Support of Item #22: "Bridge to Farelessness"

April 25, 2024 Regular Board Meeting

Sent via email to: boardclerk@metro.net

Dear Metro Board,

As the Superintendent of the Culver City Unified School District (CCUSD) and an organizational user of the GoPass program, **the Board of Education and I wholeheartedly support Item 22, the "Bridge to Farelessness Motion."** Our GoPass program is a vital part of this effort, offering immediate and tangible benefits to K-12 and community college students, who face particular vulnerabilities during these challenging times.

Here in the Culver City Unified School District, GoPass has been instrumental in providing students with free transportation, allowing them to focus on their studies and strive for greater academic success. As an active participant in GoPass, CCUSD can ensure that all students have access to a transit pass that provides unlimited rides on Culver CityBus, LA Metro, and 14 other transit agencies throughout Los Angeles County.

Since the pilot program's inception in October 2021, students across LA County have taken over 31 million rides. Ridership data reveals that most trips occur on weekdays during the hours immediately before and after school. Feedback from numerous districts indicates that GoPass helps students get to and from school, participate in after-school activities and jobs, and redirect the money they save towards healthy food, books, and school supplies.

In its first year of implementation in 2021-2022, CCUSD had 1,248 GoPass participants and recorded 48,573 GoPass boardings. The following year, CCUSD saw a significant increase, with 1,007 (representing approximately 25% of our secondary student population) GoPass participants and 179,760 GoPass boardings.

BOARD OF EDUCATION

Dr. Kelly Kent Mr. Triston Ezidore Ms. Stephanie Loredó Ms. Paula Amezola Mr. Brian Guerrero Dr. Brian Lucas, Superintendent

Metro's GoPass program has been an overwhelming success in CCUSD, with a remarkable 270% percent increase in ridership in just one year and surpassing 35 million rides as of November 2023. This phenomenal growth is a testament to the program's popularity and demonstrates its transformative impact on the region.

GoPass is not simply a transportation solution; it is a crucial component of regional efforts to reduce automobile usage, alleviate traffic congestion, and lower greenhouse gas emissions. By promoting sustainable mobility, improving air quality, and fostering a more livable and environmentally friendly region, GoPass makes a substantial contribution to our community.

In conclusion, we strongly advocate for the adoption of Item 22, the "Bridge to Farelessness Motion," to ensure the continuation and expansion of GoPass. By making public transportation free for students, we can promote equity, sustainability, and economic prosperity in our District, and beyond. Let us continue to invest in accessible and affordable transportation options that create a more just and vibrant community for all.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Lucas", is placed over a white rectangular background.

Brian Lucas, Ed.D. and the Culver City Unified Board of Education



Alberto M. Carvalho
Superintendent

Members of the Board

Jackie Goldberg, President
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Dr. George J. McKenna III
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Tanya Ortiz Franklin

Los Angeles Unified School District
Administrative Offices

333 S. Beaudry Avenue, 24th Floor
Los Angeles, California 90017
Phone (213) 241-7000

April 17, 2024

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: LOS ANGELES UNIFIED STUDENT TESTIMONIALS IN SUPPORT OF A PERMANENT METRO GO PASS PROGRAM

Dear LA Metro Board of Directors,

On behalf of the over 500,000 students at the Los Angeles Unified School District, we extend our heartfelt gratitude to Metro Board of Directors Bass, Butts, Dutra, Dupont-Walker, Mitchell and Solis for introducing the Bridge to Fareless Motion. We urge the Board of Directors to consider the voices of our students as you vote on this item at your upcoming Board Meeting. Below are close to sixty student testimonials from students attending Los Angeles Unified schools across Los Angeles County, which uplift the need for making the Metro GoPass a permanent program.

Phineas Banning High School, 11th Grade Student

I have used this pass a lot of times, this pass is really beneficial for us students who travel to places like our community Boys and Girls Club. This pass allows us students to have more access to different activities not only during school but also for break. This would have a great impact for those students who have extracurricular activities like sports. This is why I think that the Metro GoPass should be permanent for students.

North Hollywood High School, 12th Grade Student

The metro, especially at my school where a station is nearby, is often more effective than taking the regular school bus. It gives me the ability to move around the city independently without having to learn how to drive or ask my family to spend several thousand dollars on a car. It gives me the flexibility to stay after school for many extracurriculars because of this independence. It gives me the flexibility to come home and study and do my homework as soon as possible. Both my parents work, and if it weren't for the metro, I wouldn't have as much time, and the ability to do the extracurriculars and really study as much as I do today.

North Hollywood High School, 10th Grade Student

Because I have many siblings, my parents couldn't offer me a ride to school, but the metro pass has always helped me get to school on time. It has also helped me stay after school longer for my

extracurricular activities and schools because I can ride the metro anytime. Even on days that I didn't go to school, the metro pass helped me get to other places that I needed to go to.

North Hollywood High School, 10th Grade Student

Being able to ride the Metro for free gives me a lot of flexibility and saves my parents a ton of driving. With the GoPass I can stay after school for extracurriculars, explore the city, and access a lot of exciting destinations in LA.

North Hollywood High School, 10th Grade Student

I live approximately 24 miles away from the school I am going to; my parents are unable to pick me up in their car, so I used to go home on the school bus assigned to me. However, when I started taking the Metro subway, my commute with a school bus (two hours) reduced by one full hour. This has allowed me to arrive home earlier, do my homework earlier and not stay up later, and focus on my extracurriculars, too.

North Hollywood High School, 10th Grade Student

It has allowed me to get home effectively and efficiently. If I did not have this option, I would either have to pay for an uber home or walk home, which would be around 3-4 hours. This free Metro GoPass has provided large benefits for myself, and my family and it would be very beneficial for this pass to be permanent.

North Hollywood High School 12th, Grade Student

I am in a gifted program drawing students from all around the Los Angeles area. I would not be able to participate in this program without access to LA public transport. This has been a wonderful opportunity for me, and I hope it continues to be for others in the future.

North Hollywood High School, 10th Grade Student

There are a limited number of ways students can get involved in sustainability, and taking electric public transport is one of those few ways. Every morning, when I arrive at school, I feel empowered and ready for the day, knowing that I took a near zero emission route to school instead of driving 12 miles in a gas-powered car.

The Metro provides free WiFi and USB ports that I often use to complete homework on my way to school. While LAUSD school buses also provide this service, school buses only arrive at a bus stop once very early in the morning, while I can wake up at a later time and not worry about missing a bus because another bus will arrive within five minutes. The nearest LAUSD bus stop is also farther from my house than the nearest metro stop.

My mother used to drive me to and from school every day, resulting in having to drive three hours per day. Now that I use the free Metro service, there is less stress on my mother and she has more time in her day.

North Hollywood High School, 10th Grade Student

We can go on field trips without having to arrange transportation. Even though I don't use it regularly, having a GoPass makes me feel secure that I have a ride home.

North Hollywood High School, 10th Grade Student

It has helped countless classmates and I have safe, free transportation to school and back. Because of this, it is also supporting our education. It also provides a safe space for working during commutes.

North Hollywood High School, 10th Grade Student

The Metro GoPass is an incredible tool and opportunity that allows students from all communities and backgrounds to access public transport. Many students depend on the Metro to get to and from school, as well as to visit extracurricular locations across LA such as museums, art galleries, libraries, sports games, and more. By making the GoPass permanent, students will continually have this vital and enriching resource.

North Hollywood High School, 12th Grade Student

We use the Metro GoPass for easy transportation on field trips and it helps many of my friends have an accessible way to get to school every day.

North Hollywood High School, 9th Grade Student

For me, the GoPass has been an important tool for me to get to and from school. As a magnet student, I live pretty far from my school and my parents both work far from my school, so I take two buses to school every day and then two buses back. Without GoPass, this would total to \$5 a day, \$25 a week, and \$100 a month. Metro buses get me closer to my house than a school bus would, and being able to access them lets me stay at school late for extracurriculars or go to the library after school to do homework. The bus can also help me get to my friends' houses for free and independently!

Downtown Magnets High School, 10th Grade Student

I use my Metro GoPass almost every day and need it to get around. I use it to go to and from school and would be severely impaired as my parents work from 9-5.

Downtown Magnets High School, 12th Grade Student

I have used the Metro GoPass for almost every year I've been in high school, and it has been a great help to me. I have to ride the bus home and it helps make sure I am able to get on the bus and get home every day.

Downtown Magnets High School, 10th Grade Student

Having the Metro GoPass has helped me go to and from school as it is a reliable way to get free transportation.

Downtown Magnets High School, 10th Grade Student

It helps me to get to school on time since my parents can't take us to school.

Downtown Magnets High School, 12th Grade Student

The Metro GoPass program has allowed me to commute from school to home and back without worrying about the financials. As I live quite a distance from my school, paying for Ubers or even Metro passes myself would be very difficult given the cost.

Downtown Magnets High School, 11th Grade Student

I don't have a job and don't have time for one with me going to the gym and taking part of TAC (take action leadership campaign.) With the TAP card I'm able to go to and from school on time, save time

on getting to the gym, and is cost effective. But also, when everything is so expensive. It's great being able to still find ways to go out with others since the bus is free.

Downtown Magnets High School, 12th Grade Student

As a student who comes from a low-income family, riding the Metro is something necessary in my everyday life and with the Metro GoPass I am able to ride anywhere without it having to come from my own pocket.

Downtown Magnets High School, 10th Grade Student

Having the bus pass for free has made it so I can get to where I need to without having my parents worry about whether or not I have money for the bus. I always have a way to get home with my card.

Downtown Magnets High School, 9th Grade Student

I support making the Metro GoPass permanent for students because there are students who don't have the best financial status at home and it was beneficial for the pass being free for 6 months, but it will be more beneficial for the students if it was permanent.

Downtown Magnets High School, 10th Grade Student

Making the Metro GoPass permanent will be beneficial for students across Los Angeles. I've personally benefited from the GoPass when I need to commute to school as well as to go home. It's essential for me as I live far away from school, but with the Metro GoPass, I'm able to take the train and buses cost-free without worrying about spending money to get to school. As well, I've utilized the Metro GoPass during the summer, when I had to take my summer class. At the end of the day for my summer class, I could assure my mom that I could get home without worrying about me. I believe by making the Metro GoPass permanent all year around for students, it will greatly contribute to the youth of Los Angeles by helping students commute to school and benefit students overall in their life.

Downtown Magnets High School, 11th Grade Student

As someone who leaves just before the threshold to take the school bus, the Metro bus is a very important tool for me. I cannot quite walk to school but cannot ride the school bus and when my parents can't take me as my mom doesn't drive, I often take the bus. However, paying \$1 each way every day is unrealistic for my financial situation. That is the cost of multiple meals for my family. It is incredibly important that I am able to go to school and still have access to basic needs such as food.

Walter Reed Middle School 8th Grade Student

I often find myself needing to take a train ride downtown to go to the library so the GoPass is very influential to my learning and enrichment.

Walter Reed Middle School 8th Grade Student

It can help students who don't have a vehicle, especially if they live far away.

Walter Reed Middle School 8th Grade Student

Because sometimes people live far from their schools, and the Metro GoPass would let kids get to school easier.

Walter Reed Middle School 8th Grade Student

I think keeping this will help not only students but also the parents. Many parents may be unable to afford transportation for their children to make it to school so by continuing to provide this resource, it would help out many others.

Walter Reed Middle School 8th Grade Student

I support making the Metro GoPass permanent because many students don't have a way to get to school. Their parents may be too busy to drive them, it could be too far to walk or bike, or maybe they don't have a bus stop nearby. There could be so many different reasons. Because of this, making the Metro GoPass permanent would enable every student to have a way to get to school. And since it's free, lower income families wouldn't have to worry about paying for their child's transportation. Make the Metro GoPass permanent for the good of students and families throughout LAUSD, and all over Los Angeles.

Walter Reed Middle School 8th Grade Student

I think this should be permanent because it would help out a lot of parents if they aren't able to take their kid to school. It also gives a sense of responsibility and control over a kid's life, which teens often like. Making it free for kids to take the Metro would also be a good way to encourage more people to take it and help save the environment.

Walter Reed Middle School, 6-7th Grade Student

It will help many kids who can't use their parents' cars and don't have money for the train or bus. With this there will be less kids late to school every day.

Bravo Medical Magnet High School, 11th Grade Student

The Metro GoPass has been one of the most beneficial programs for all of us across LAUSD. I personally have found myself using it every day of the school year to get to school, and not only that but to also go places like the library, educational facilities, and volunteering events. Furthermore, a lot of us don't have a parent that is available to provide us with rides to places and I am truly affected by this. You see, my family is low-income, and my mom has to work most of the day so she has no time to get me to school or pick me up so I strongly rely on the Metro GoPass to do this basic utility for me. This is the case for a lot of us. Therefore, I truly believe that this program should be permanently implemented due to the immense benefits that it has provided to all of us.

Bravo Medical Magnet High School, 12th Grade Student

Makes every day travel to school possible and has helped many times in cases of emergency.

Bravo Medical Magnet High School, 11th Grade Student

It's so much easier for me to not have that burden of having to constantly refill my TAP card. Knowing the school supports my rides makes me feel reassured.

Bravo Medical Magnet High School, 9th Grade Student

First of all, I would like to say that my family and I have used public transportation (also known as Metro for most of my life. We have been enrolled through the LIFE Program for the entirety of my K-12 education experience. A program like this has helped my family navigate through the city even when they didn't have the sufficient funds to get to places. The Metro GoPass has given me the opportunity to obviously travel to and from school on a regular basis. Without it I wouldn't be able to have great attendance and the amount of academic excellency that I hold. It should be a right, not a

privilege, to have Metro Gopass permanent for students because it can change the lives of students who may want to pursue greater education but don't even have the basic need like public transportation.

Bravo Medical Magnet, 11th Grade Student

The GoPass is an important resource for students because it helps us get to school.

Sherman Oaks Center for Enriched Studies, 10th Grade Student

My parents are too busy to drive me around and the Metro GoPass is super helpful for when I'm involved in afterschool school functions. I wouldn't be able to get so involved in my school community without it.

Theodore Roosevelt High School, 12th Grade Student

The Metro GoPass has been very beneficial for me as a student who goes to and from school on public transportation. With the pass I have been able to ride for free on the 2 buses I take to school and back to home. This pass has been able to save my family money that has been able to go to other resources.

Theodore Roosevelt High School, 11th Grade Student

It makes it easier for me to come home after practice since I can take the Metro all the way home instead of waiting for my parents for 2 hours.

University High School Charter, 11th Grade Student

Making the Metro GoPass a permanent option for students would be highly beneficial. As someone who comes from a low-income area and relies on public transportation to get to school every day, the GoPass has been a lifesaver. Without it, my parents would be spending around \$5 a day just for me to attend school because of the buses and trains I need to take. This pass has been instrumental in helping me obtain an education, and it would be wonderful if it could be made a permanent option for students like me.

Mark Twain Middle School, 6-7th Grade Student

The Metro GoPass is an amazing resource for students in LAUSD. Since LAUSD is so widespread, it is a means of transportation for those who live far away from their school but can't use the bus for whatever reason. It benefits not only students but their families too, as it makes things more accessible. For families who may not be able to afford a bus ride or and Uber, the Metro GoPass would come in handy if they ever have a car breakdown, need to go/come back from a doctor's appointment or any other medical appointment, and it's just a good resource to have in general on you in case you ever need it. Looking at it from a parent's perspective, parents would be grateful for their kids to have the pass if anything happens, they can always get back home using the pass. It's a means of safe transportation for students, and if a student doesn't carry money on them or have apple pay, they can use the Metro GoPass, making the Metro a more inclusive business in general, appealing to all ages and financial situations. In conclusion, the Metro GoPass is currently an amazing resource for families and students, and by making it permanent, so many people will benefit.

Northridge Academy High School, 12th Grade Student

The Metro GoPass has helped me beyond anything offered. It is the one resource that I believe is crucial for all students to obtain at LAUSD. Knowing your bus routes and being able to get around is very important. In my life, I've had to take the bus since middle school and as an orphan it helped me

out tons. I was able to transport myself to school and back, also while being able transport myself all around Los Angeles to do various other activities. Having the kids have access to this service is really helpful and is crucial for most kids here in LAUSD.

South Gate High School, 12th Grade Student

Many of my peers use Metro GoPass to get to and from school. I personally do not use it as I carpool with my father but if I didn't have the option to carpool I would take public transportation as I live a mile away from school and have a bus stop at the corner of my street. Furthermore, the GoPass allows students to take public transport to work. My boyfriend recently started a job and will be taking the bus every day after school. Many students specifically in my low-income community save much money through the GoPass and it is a necessity for them to continue their education and careers.

Science Academy STEM Magnet, 11th Grade Student

I support making the Metro GoPass permanent for students. As someone without a driver's license whose parents are too busy to drive me places, the Metro GoPass has allowed me to go to places I previously never could do to my lack of transportation. It has allowed me to volunteer at more places, such as Cedars Sinai and Red Cross, and has been a great benefit to me and my family.

Science Academy STEM Magnet, 9th Grade Student

I use the Metro GoPass to get to and from school. Sports has become a passion and hobby of mine and I am constantly yearning to get better by going to basketball practice. However, my parents are often unable to drive the long distance to school during the early 6 A.M morning practices and pick me up in the afternoon hours, especially during rush hour. The Metro has allowed me to commute to school, and without it, I'm unsure of how I could pursue my hobby. I also use the Metro in an academic setting, commuting to and from school for Science Olympiad. I love to compete in these science-related events and that's only possible through the Metro service. However, the GoPass isn't just for school, as it's the key to getting anywhere in Los Angeles. It allows students to get to malls, parks, and especially the experiences the new Cultural Art Passport provides. I am also a student leader of the Superintendent Student Advisory Council, voicing and elevating the voices of the students around me. I know a multitude of student-athletes who also rely on Metro to get to and from practice at school. But sports and extracurriculars aren't the only uses of the GoPass. Many students also use the Metro just to commute to school. You must also think about the large amount of students who are in low-income families and would be unable to pay the fees. To lock away access to education behind this paywall is unacceptable and should never be allowed to happen.

Bell High School, 12th Grade Student

It saves a lot of money for students who take the bus daily. I take the bus every day in the morning and afternoon so that is 2 dollars I save per day, \$10 a week. It also makes it safer since students are not carrying cash around. It is more practical to carry the card and tap it when entering the bus.

Northridge Academy High School, 11th Grade Student

I have benefited as I have taken the free rides to go to certain places. My friends have benefited even more since they use it daily and couldn't be able to have transportation without it. They use this and are always thankful for the pass.

Northridge Academy High School, 11th Grade Student

I support the Metro Gopass becoming permanent for students as I feel like many students that do not have any other form of transportation rely on taking the Metro every day to and from school and if they have a pass it will help in making their life just a little easier.

Hollywood High School, 12th Grade Student

I don't have to pay any money to go to school especially when I don't have a car to take me there or to other places not within walking distance.

Ulysses S. Grant High School, 12th Grade Student

Living in a school with a low-income majority I believe that we need to offer students the ability to have free transportation from school to home. I have had many friends who have benefited from the Metro GoPass and without the pass they would have had issues coming to school, which could have affected their ability to perform well at school.

Canoga Park High School, 12th Grade Student

I support making the Metro GoPass permanent for students because it provides students district wide with a mode of transportation that they may not have had access to otherwise. I am a student that has a parent that is physically unable to drive, and I have been using the Metro bus to transport myself to and from school since 7th grade. Prior to Metro GoPass my bus fares came out of my family's already limited income. When I returned to school in the 2021-2022 school year I was informed by my teachers that I could receive a free bus card just for being a LAUSD student. I got my card and have been consistently using it to transport myself not only to and from school, but also to and from work, stores and more.

Fairfax High School, 12th Grade Student

Students use it as a transportation from home to school and vice versa...The pass creates community allowing for students to be able to both visit friends and family...The pass helps create engagement as students are able to freely travel Los Angeles and be able to go to a multitude of small business and community spaces.

International Studies Learning Center, 12th Grade Student

I believe the Metro GoPass should be made permanent as it offers an easy way for so many students, including myself, to get to school and back home. Many families like mine have parents working most of the week or for hours when school ends. The only other way home is by bus, being able to use the GoPass allows us to get a ride home at no cost but also prevents worries about having cash or coins for the Metro. There have been countless times where friends have asked me for a dollar for the Metro, I've been able to help them get a GoPass and it has helped them not worry about getting home. The GoPass is very valuable and is something all students should have access to permanently.

Gage Middle School, 8th Grade Student

I support making the Metro GoPass permanent for students as it serves as an asset to underprivileged families who struggle with finding transportation for their child. Many families in my neighborhood cannot afford the cost of buying and maintaining a private vehicle and are left with limited choices as to how to take their student(s) to school. One of my peers is a promising student at my school and uses the GoPass daily to get to and from school, making his education much more convenient for himself and his hard working family.

Ernest Lawrance Gifted Magnet, 8th Grade Student

Sometimes I am unable to be driven by my parents and since I am under the age for driving I use the Metro GoPass to be able to travel to my destinations (for school events and councils, etc).

Thomas Jefferson High School, 11th Grade Student

Metro GoPass has been helping me because when I didn't have one I spent \$10 every week or even more.

Eagle Rock High School, 11th Grade Student

It makes rides so much more convenient and less stressful when I need to get somewhere. The assurance of knowing that I can get home even if I don't have a ride from parents or friends makes going to school less scary.

Lake Balboa College Preparatory Magnet, 12th Grade Student

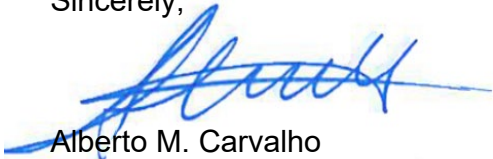
It allows me to get home safely if my parents cannot pick me up. As a student of a low-income household, the Metro GoPass guarantees my safety and does not cause my parents to worry about how they would pay for my travel.

Gardena High School, 10th Grade Student

Because it allows me to get around this city without having to drive a car, which I can't do because of my disability.

Thank you for your consideration of students and the benefits the GoPass Program brings to them.

Sincerely,



Alberto M. Carvalho
Superintendent of Schools

Karen Ramirez
Student Board Member

c: Los Angeles Unified School District Board of Education

April 2024 RBM Public Comments – Item 22

From: [REDACTED]

Sent: Tuesday, April 23, 2024 11:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Comments for Item 22 - Bridge to Farelessness Motion (if public comment is not allowed for this item, please move to General Public Comment)

Comments for Item 22 - Bridge to Farelessness Motion

If public comment is not allowed for this item, please consider the following as General Public Comment:

Mayor Karen Bass, and Metro Board of Directors,

I am shocked and saddened by the death of the woman who was stabbed on Metro Rail on Monday. I believe her death was absolutely preventable and Metro has a moral obligation to do much more to address public safety before we move forward and up Metro Rail to Fareless ridership. Metro has a long list of rules about acceptable ridership behavior, but it seems The Authority has either no interest or no ability to actually enforce them. The current state of Metro Rail is a sad one. Every day, riders smoke on the trains, leave trash and food scraps all over the floor, urinate in station elevators, carve their names into seat backs, tag windows, and defecate in the seats as they sleep or trip on drugs. As the former head of railLA, a non-profit advocacy group that worked tirelessly to grow ridership on Metro and advocate for the system's expansion, I'm appalled by how we are allowing riders to behave and treat what could be our region's greatest accomplishment with such blatant disrespect.

LA County voters have pumped billions of dollars into our public transit system through Measure M and Measure R. Simultaneously, legislators have reduced parking minimums on affordable housing leading to an expansion of high-density housing next to rail stations. However, the potential riders who are moving into these units are being offered a system that is dirty and dangerous. If we are serious at all about public transportation being a viable alternative to the personal automobile, this must change.

"If you see something say something." The message blasts from the speakers on every Metro rail line, and I do "see something" and "say something". A day rarely goes by on Metro when I don't file a report on the Transit Watch app. Frankly, there's too much to see and say. However, I rarely hear back about whether anyone followed up on my reports and what the results were. It feels like there's no one around watching who actually cares. Why don't I receive follow up on all my Transit Watch reports? Why do police patrolling the stations seem to stand around and do nothing? Why do security staff tell me they are apprehensive to intervene when mentally ill individuals are disturbing other passengers? Why do they tell me they feel the city won't back them up? What more could be done to patrol rider conduct?

Indeed, there are solutions that Metro can implement to increase safety today: metal detectors, bag checks, closely monitoring all cameras for suspicious activity, crimes, vandalism, and code of conduct violations. Speed up response times and increase enforcement. Conduct audits to insure that the Transit Watch app works system wide - there are stations with no cellular service that become dangerous black-out zones where a report can be delayed and sometimes reports simply fail to send. Staff all stations and trains with professional conductors who are trained to enforce the code of conduct and escalate to law enforcement if necessary.

Not enough in the budget for these programs? Sell ad space on video screens across from station platforms - leverage the idle eyes of passengers waiting for trains for funds for public safety. Sell wall wraps and ads in train stations to raise revenues so that we can make people feel safe. If people feel safe it will increase ridership among higher income earners - people who the advertisers are trying to reach. It could even help fund this fareless program that you're considering.

Ultimately, **the baseline litmus test for adequate transit should not be whether the system can transport a passenger from point A to point B; it should be whether a family feels safe bring their children with them onboard.** We are far from that place right now, and we must do better enforce Metro's existing rules and code of conduct before the system becomes a free-for-all.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, April 24, 2024 1:17 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Comments for Item 22 - Bridge to Farelessness Motion (or General Public Comment)

Comments for Item 22 - Bridge to Farelessness Motion

If comments are not allowed for this item, please consider as General Public Comment:

Mayor Karen Bass,
Metro Board of Directors,

I moved to Los Angeles from Bangkok, Thailand in January with my husband. We rented an apartment together in Downtown Los Angeles because I don't drive and I like getting around on buses and rail like I did in Bangkok. I was surprised how affordable the public transportation is here. However, the experience on the trains here is the worst that I have ever experienced in the world. Instead of making Metro free, you should be focusing on doing more to keep the buses and trains clean and safe and kicking out people who are not following the rules and breaking the law.

Although minimum wage is over seven times higher here in Los Angeles, I spend much less using the system here than in Bangkok. In Bangkok, our fares are distance-based. In LA County you can go from Azusa all the way to Santa Monica for only \$1.75. This is one of the most affordable public transit systems in the world, and I think that you should be promoting that more, but instead when I hear about Metro in the news it's always that someone was shot or stabbed in the neck and died. I see really crazy people on the train all the time. One guy was yelling at a wall and punching it and I was really scared for my safety. Why are you allowing these people on the trains?

Please put metal detectors or bag checks at the station entrances, and have people watching to make sure that riders pay. Catch people who are on drugs or are mentally unstable. The things I've seen on the train here are really bad. I've seen people smoking marijuana on the train with no concern for others breathing around their drugs. I've seen people high on drugs or mentally unstable who need to go to a hospital or rehab. I've seen people pooping in the station. I've seen people eating on the trains and blasting music. All of this is all against the rules, but Metro staff didn't do anything to stop them. People who don't pay should not be allowed to ride. People who can't behave in public should not be allowed to ride.

The other thing that really bothers me on the trains is the smell. Not only do people smell bad who don't shower, but the stations and trains smell really terrible. People are wearing masks on the trains, and not because of COVID, but because it smells so horrible, The floors are sticky, there's trash and food crumbs everywhere, and the windows are filthy. People bring newspaper with them to lay on the seats because they don't want to get a

disease. How is this safe? Seriously, I've been on trains in countries all over the world, including third world and developing countries, but Los Angeles has been the worst transit experience of my life. I don't want to drive a car because I hate driving and hate traffic, but riding on Metro Rail makes me want to get one because at least I wouldn't have to smell the terrible smells of your dirty trains. You expect to invite the world to the Olympics to experience this? You have to do better. This is disgusting.

They say America is the land of the free. It seems maybe it is the land of the free to do whatever you want without having any accountability to others. You need to focus on changing that before you let people ride the trains without having to pay at all.

One of the first places my husband took me in Los Angeles was the free Observation Deck at the top of City Hall. The security was strict, but once we got through the medical detectors and ID checks, we were free to enjoy the public space and the view. We all felt safe and the areas were clean. That's how riding Metro should feel. At the top of City Hall is a big room with writing on the wall about the meaning of democracy. It says that no form of government gives more to the people and no form of government requires more from the people. We need to require more of the people riding Metro before we reward them with free rides.

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From: [REDACTED]

Sent: Wednesday, April 24, 2024 12:14 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please Support Item 22 on the April Agenda to Metro's GoPass Program Permanent!

I write in support of Item 22, the Bridge to Farelessness Motion, to make Metro's GoPass Program permanent and to expand the Low-Income-Fare-is-Easy program. As a recent LAUSD graduate who utilized the GoPass program to commute to and from school and explore areas of my city I'd scarcely been to before as an ardent believer that the best way to get to know a community is on foot and by public transportation, I have seen how this program has helped students like me by alleviating a cost barrier to education and making it easier to see what Los Angeles as a city has to offer, not only in terms of our many communities, but also the many key cultural sites and educational events spread out and held throughout the region.

I believe it is time to make GoPass and the LIFE Programs a permanent part of Metro's operational planning and budgeting so that those who utilize it can know they can count on GoPass and fare-free public transportation as they plan their curriculum, class schedules, as well as personal and work lives. Approval at the April Regular Board meetings is crucial. Eliminating the transportation obstacles for students and low-income riders to be able to access key appointments, fulfill their educational goals, and experience deeper connections with their communities should be a paramount goal for the Metro Board.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 24, 2024 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #22 - For - April 25 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, I'm a low-income rider that uses the bus and train daily to commute to work.

I support making the Go Pass program permanent. But what I especially like about this item is in Section B, how it asks to provide a report on making the LIFE program increase from 20 uses in a month (10 days if you include return bus/train trips that same day), to unlimited free rides in the month.

As mentioned in the LIFE/Go Pass presentation & report, with over 80% of riders with incomes that qualifies them for the LIFE program & 89% of riders with incomes under \$50,000 dollars, I believe removing transit fares barriers will provide many benefits to LA Metro:

- increase transit use (example: just having the Go Pass has lead to increased school attendance for many students).
- environmental benefit: gets more people out of cars and using buses/trains.
- More money for low-income riders to use on bills, groceries, housing, and the community/businesses - Increase safety & security.

Especially regarding safety & security, I know because of the recent horrific stabbings, you will hear from people who wants LA Metro to spend more money on police, fare gates, and going after low-income riders. But the benefit of having more people go fareless is a much better approach than fare enforcement. Having more fareless fares means more people are using the bus & trains (which means there are less empty spaces for criminals to occupy). Also police & LA Metro staff won't have to do fare enforcement and can focus on more important safety enforcement (example: making sure people aren't sleeping/camping on the trains or yelling randomly). And bus operators should not need to be enforcing fares due to the dangers I've seen of riders getting angry/aggressive towards bus drivers when they are asked for fares. Even some stories I've read say that some bus operators were attacked due to asking for fares.

While I do continue to advocate for Universal free-fareless, I am glad that LA Metro is working towards that direction by looking into making the LIFE program have unlimited free fares. And I hope LA Metro will eventually reach the goal of having a free fareless system for all LA Metro riders (regardless of income).

Thank you for your time.

Sincerely,
[REDACTED]



April 23, 2024

Chair Bass & Members of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Re: Agenda Item No. 31 (Zero-Emission Bus Program Update) (File # 2023-0766); Support for Motion Response (File # 2024-0275)

Dear Chair Bass and Members of the Board:

We are writing to you as the Los Angeles County Electric Bus and Truck Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

The transition to battery-electric buses (BEBs) has never been more important and we support LA Metro's goal of transitioning to 100% zero-emission buses by 2030. BEBs offer holistic solutions to tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future. Our concern with the current staff report is that it ignores the immense deployment opportunity with unprecedented funding for BEBs and accompanying infrastructure available right now. We have attached the comment letter as **Attachment A** that our coalition submitted to the Operations Committee. The electric bus transition is a critical part of our region's ability to meet federal and state air quality standards by reducing air pollution, and can work in tandem with expanding good-paying jobs and careers for LA County.

Overall, this is not the time to let up on the electric bus pedal. There is more money than ever from federal and state sources for electric buses and charging infrastructure. Letting up and

delaying will just make our region less competitive for these funds. Moreover, Paris, which is hosting the 2024 Olympics has more than 2,200 electric buses now, and with the new proposed procurement by LA Metro, we could have only 410 or fewer electric buses when the Games come here four years from now. Delays would be bad for our air, bad for the climate, and bad for the workers in the region that want to build our clean bus future.

This is why we support the Motion presented by Board Members Yaroslavsky, Bass, Krekorian, Dupont-Walker, and Solis. Importantly, this motion will encourage LA Metro to set interim benchmarks for infrastructure and bus deployments. This type of accountability is necessary to make sure we set an example for the world as we host the World Cup and Olympics.

We also encourage the Board to support a larger procurement of electric buses rather than a base of 260 electric buses noted in the report. A higher procurement will have the benefit of lowering the per bus price, in addition to sending a stronger signal to electric bus manufacturers that LA Metro is a major player in the electric bus transition. The base number for the upcoming procurement should be 600 buses with two options for 230 buses each, instead of 260 base order with four 200 bus options.

We look forward to working with LA Metro to build out this electric bus transition, and we hope adoption of this motion will usher greater progress in the electric bus transition.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO



April 16th, 2024

Chair Holly Mitchell & Members of the Committee
Operations, Safety, & Customer Experience Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Chair Kathryn Barger & Members the Committee
Finance, Budget, & Audit Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Re: Agenda Item No. 31 (Operations, Safety, and Customer Experience Committee) (File # 2023-0766); Agenda Item No. 8 (Finance, Budget, & Audit Committee) (File # 2024-0159)

Dear Chairs Mitchell and Barger, and Members of the Committees:

We are writing to you as the Los Angeles County Electric Bus and Truck Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

It is hard to articulate our disappointment with these agenda items for the Los Angeles County Metropolitan Transportation Authority (LA Metro) that relate to bus electrification. As your agency is intimately aware, the LACETBC has been exceptionally cooperative in pursuing transit bus electrification in the LA region. We are currently supporting efforts to secure federal and state funding to facilitate this necessary transition to zero-emissions, in addition to advocating for additional resources for LA Metro through programs like the Low Carbon Fuel Standard (LCFS) revisions at the California Air Resources Board (CARB). We are disheartened to see these items for consideration at the Finance Committee and Operations Committee meetings seeking to derail bus electrification efforts and dramatically delay the transition to electric buses. **We ask that the Board stand strong by its prior goals to electrify the fleet by 2030.**

I. Introduction

The transition to battery-electric buses (BEBs) has never been more important. The South Coast Air Quality Management District and CARB determined that we need to eliminate combustion technologies every place possible to meet federal and state air quality standards. Moreover, the

electric bus transition – if done correctly with proper standards – is an important way to expand good jobs in the clean energy economy in LA County. Our concern with the current staff report and proposal is that it ignores the immense deployment opportunity with unprecedented funding for BEBs and accompanying infrastructure available right now.

Over the past several years our coalition has been deeply engaged with LA Metro to support its work to accelerate a clean energy future, and this report gravely undermines these history-making commitments at a time when it makes no sense to do so. Our coalition is actively working with LA Metro to raise the profile of its Climate Pollution Reduction Grant (CPRG) request to the U.S. Environmental Protection Agency (EPA), which would provide significant resources to successfully achieve its clean fleet goals. Furthermore, we are currently being approached to support Metro’s request for funding under the U.S. Department of Transportation’s (DOT) Low or No Emission Grant Program, a further source of financial support for modernizing LA Metro’s fleet. Finally, our coalition is working hard to fix California’s LCFS to provide significantly more resources (potentially more than \$100 million per year) for LA Metro to invest and achieve its clean fleet goals. Choosing to weaken these commitments now sends the wrong signal to these agencies and severely undermines the credibility of LA Metro’s climate and pollution reduction efforts.

II. Recent Evidence Shows Battery Electric Buses (BEBs) Provide Immense Benefits.

The Operations Committee report seeks to disparage electric bus technologies to justify the lack of progress in the close to seven years since the LA Metro Board passed its landmark resolution. We recognize that any transition to new technology comes with challenges, but this advocacy from LA Metro staff criticizing this important technological transformation is unwarranted. While there are myriad studies out there discussing the virtues of BEBs, we need to look no further than your sister agency and second largest transit agency in LA County, the Los Angeles Department of Transportation (LA DOT), which released a new report disclosing its experience with BEBs.

LA DOT recently released a report in coordination with CALSTART and BYD, funded by the California Energy Commission (CEC) that looked at data around its first four electric buses deployed close to seven years ago.¹ Some of the conclusions from this report are particularly salient for this current debate, including the following:

- “Overall, the electric buses outcompeted the CNG buses in terms of efficiency. At an average of 1.81 kWh per mile, the electric buses were over eight times more efficient than their CNG counterparts, which had an average efficiency of 15.56 kWh per mile, or 0.47 GGE per mile (2.2 miles per gallon equivalent). The electric bus efficiency was also

¹ CALSTART, Los Angeles Department of Transportation and BYD Electric Bus Demonstration Performance, Maintenance, and Energy Use Summary Report, *available at* <https://www.energy.ca.gov/sites/default/files/2024-03/CEC-600-2024-013.pdf>.

slightly better than what other studies on similar battery electric buses have found, typically being around 2.00 kWh per mile.”²

- “The CNG buses had average fuel costs of \$0.83 per mile and maintenance costs of \$0.44 per mile for a total cost of \$1.27 per mile. In comparison, the electric buses saw average fuel costs of \$0.23 per mile and maintenance costs of \$0.23 per mile for a total cost of \$0.46 per mile, less than half the cost of CNG buses.”³
- “In addition to operational performance, replacing CNG buses with electric buses contributed to significant emissions and fuel reductions, as outlined in Table 27 and Table 28. By replacing one CNG bus with an electric bus, LADOT reduced an estimated total of 97,800 kg of emissions per bus per year, the equivalent of taking about 22 typical passenger vehicles off the road, or 88 for four buses. Of course, this does not consider emissions emitted through the generation of electric power on the grid to charge the buses.”⁴
- “As for fuel avoidance, an average fuel avoidance per bus was estimated at 9,830 GGE of CNG annually. At an average cost of \$2.53 GGE of CNG, this leads to an average annual cost avoidance of \$24,870, which is lowered to \$18,280 when factoring in the estimated average annual cost of charging an electric bus.”⁵

In addition to these benefits, there is immense potential for job creation that cannot be overlooked.

III. LA Metro Should be Striving Toward, and not Retreating From, Leading the Nation on Bus Electrification.

LA Metro set a high standard with its goals for transit agencies not only in our region, but across North America. Maintaining that leadership position requires continued commitment and ambition, especially considering the competitive landscape and the growing emphasis on electrification goals among other transit agencies.

Keeping sight of the 2030 goal is crucial not only for maintaining LA Metro’s competitive edge but also for staying true to the vision of a greener, more efficient transit system. By remaining steadfast to our zero-emission commitments, LA Metro can continue to inspire other agencies and drive meaningful change beyond our own region.

Since May of last year, it is our understanding that there has been no increase in purchasing electric buses. While LA Metro's ambitious plans for bus electrification have established themselves as a beacon for sustainability and innovation in the transportation sector, actual

² *Id.* at 66 (citations omitted).

³ *Id.* This costs does not include infrastructure costs. Moreover, LA DOT used depot charging at night for the four buses examined in this study.

⁴ *Id.*

⁵ *Id.*

implementation has been woefully inadequate. In fact, the data on electric bus deployments does not look great for LA Metro.

The staff report to the Operations Committee touts the deployments to date, noting that the agency operates 50 electric buses right now. However, since LA Metro's landmark resolution was adopted seven years ago, this number is close to or less than the number of electric buses deployed by several smaller transit agencies in LA County. The following presents some of the numbers of electric buses at transit agencies in LA County:

- Antelope Valley Transit Agency has deployed 86 BEBs;
- Long Beach Transit has deployed 45 BEBs out of the 250 buses in its fleet; and
- LA DOT has deployed 48 BEBs out of its fleet of 400 buses.

As the nation's second largest transit agency, LA Metro is moving painfully slow and needs to accelerate its efforts to deploy BEBs. Currently, LA Metro is deploying an average of a little over seven buses per year for the last seven years. While more BEBs are set to be deployed later this year, it's important to note that these buses are the result of contracts made years ago. To accelerate this transition and get more BEBs on the road, LA Metro must procure more without delay.

Moreover, LA will be hoisted onto the global stage in 2026 and 2028 when the region hosts the World Cup and the Olympics. This event will be our opportunity to demonstrate to the world our climate leadership as well as our ability to execute our commitments. But under this current schedule, LA will have a very small percentage of electric buses in LA Metro's fleet. In contrast, Paris, which is hosting this summer's Olympics, has 2,360 electric buses in the region.⁶ If we continue at this rate, LA Metro will not be anywhere close to the number of BEBs in Paris by the Olympics and is unlikely to even break the 1,000 electric bus mark by 2028. Moreover, this is well short of the more than 1,000 electric buses LA Metro proposed to purchase in 2023 through 2028 in its Final Rollout Plan presented to CARB.⁷

This lack of progress is also notable when compared to other regional efforts to advance zero-emissions. For example, the San Pedro Bay Ports also had a commitment on port drayage truck electrification in 2017. While the Ports have been incredibly slow in their implementation, even their effort has borne more than 6 times the zero emission vehicles as LA Metro has deployed.⁸

LA Metro's abandonment of bus electrification goals would be in stark contrast to the stated vision for a *Zero-Emissions Corridor* professed in the recently completed Long Beach-East Los Angeles Corridor Mobility Investment Plan for the I-710 (CMIP).⁹ Over the course of two years

⁶ See <https://mobilityportal.eu/the-ebus-fleets-in-paris-will-expand-in-2024/>.

⁷ See <https://ww2.arb.ca.gov/sites/default/files/2021-09/LAMetroRolloutPlanADA.pdf>.

⁸ The San Pedro Bay Ports just surpassed the 300 zero-emission truck mark.

⁹ LA Metro, Long Beach-East Los Angeles Corridor Mobility Investment Plan: A Qualifying I-710 Comprehensive Multimodal Corridor Plan (April 2024),

of developing the plan, residents and community groups participating in the task force consistently called for bus fleet electrification. The plan, slated to come before the Board this month, touts “Community Program- Bus electrification projects” using \$40 Million to accelerate the deployment of zero-emissions transit solutions, including bus electrification and zero-emissions charging infrastructure.¹⁰ Nothing will erode already fragile public trust in LA Metro faster than telling community groups the agency is committed to bus electrification while simultaneously working to derail the transition to electric buses.

Rather than scaling back commitments, this is the ideal time to lean into commitments and show leadership. We note that the staff report indicates Metro is soliciting an additional 260 electric buses and associated infrastructure, with up to four options of 200 electric buses each. We encourage the agency to increase this base to a higher number. As we have said in the past, this is an opportune moment to set interim benchmarks for 2026 and 2028 for electric bus deployments so that we can achieve our goals.

IV. There are More Funding Opportunities than Ever for Bus Fleet Electrification.

The staff report does not reflect the fact that there is record funding available at the federal and state level to support transit electrification. For example, LA Metro references its 2022 grant under Federal Transit Administration’s Low No program where it received more than \$104 million in support. The Low No program has consistently grown over the last few years with the most recent solicitation that was released in February of this year being for \$1.5 billion with more than \$300 million slated for infrastructure through the bus facilities program. This is a much larger amount of funding than even was released in 2021. This is the time to use LA Metro’s bold goals as a means to attract more support to our region.

V. Efforts to Pit Service Against Bus Electrification are Counter Productive and Wrongheaded.

We remain dismayed that LA Metro management seeks to pit its very own climate and pollution reduction efforts against vehicle service needs. This is a false tradeoff. While there may be additional upfront costs associated with transit bus electrification, bus electrification is desperately needed to clean the air and address harmful climate pollution. We believe a more apt comparison is how investments in highway expansions undermine transit operations. We need to be investing in the future of clean transit mobility and align with the mobility and climate goals that are now the national and international norm.

https://libraryarchives.metro.net/DB_Attachments/Attachment%20A%20-%20Long%20Beach-East%20LA%20Corridor%20Mobility%20Investment%20Plan.pdf.

¹⁰ *Id.* at p. 4-13.

VI. Delaying Is Actually More Costly.

We believe that delaying the target date would make it more expensive to achieve (e.g. in a May 2023 report, LA Metro Staff noted that 2030 conversion is \$4.189 billion and 2035 is \$4.392 billion). These costs are not just borne by LA Metro but also impact the region's growing BEB manufacturing ecosystem that currently employs thousands of workers in Southern California. This sector could grow larger with the increase in federal investments in the battery supply chain, which positions LA County and Southern California as the BEB manufacturing hub for the rest of the country. A decision to delay comes during a critical window of opportunity that threatens our region's ability to become the nation's BEB manufacturing hub. In fact, the lack of commitment from LA Metro has been part of the reason that our BEB manufacturing hub has been hurt in recent years.

Moreover, a delay of five years to deliver the benefits of a transition to Equity Focused Communities *is in and of itself* an "equity-associated impact". The staff report acknowledges that seven out of the ten LA Metro directly-operated bus divisions are located within a state-classified disadvantaged community (DAC). LA Metro's Equity Platform is designed to guide every facet of the agency's business, including investments and new initiatives. A delay in delivering these benefits to these hardest-hit communities—already in the throes of disproportionate pollution burdens—runs contrary to LA Metro's principal equity goal of eliminating existing disparities.

Finally, we do not understand the long and dramatic delays in implementing LA Metro's electric bus program. In January of 2023, the LA Metro Board approved a Request for Proposals (RFP) for 261 electric buses. The current report to the Operations Committee notes that this RFP will be coming to the Board in May of 2024. It is unclear and deeply troubling that it takes 15 months to issue an RFP. LA Metro's must move at the speed and scale required to achieve our goals.

VII. Vehicle Performance Concerns are Overstated.

The range concerns and analysis in the Board Report need a more in-depth look. Importantly, we do not think the current assumption of a 150-mile to 160-mile current range is accurate. Quebec just ordered 1,219 buses with a 186-mile range. Dallas just put into service a bus with a close to 300-mile range.¹¹

The Operations Committee report also harps on the maintenance challenges of BEBs without acknowledging the significant cost savings compared to CNG counterparts. While CNG buses had average fuel costs of \$0.83 per mile and maintenance costs of \$0.44 per mile for a total cost of \$1.27 per mile at LA DOT, BEBs save over half the cost, averaging \$0.23 per mile for fuel and \$0.23 per mile for maintenance for a total cost of \$0.46 per mile. While we understand that there are maintenance issues, like diagnostic tools and expertise, original equipment

¹¹ See

<https://dartdaily.dart.org/posts/news-post/darts-first-long-range-electric-bus-begins-revenue-service-2023>.

manufacturers (OEMs) largely cover these costs as issues become known while technician expertise is expected to significantly grow.¹² Of note, the staff's report also acknowledges the growing workforce training and funding being received from grants as well as oncoming opportunities like the Low No application we may actively support.

Staff also asserts that reliability concerns of BEBs and the potential obsolescence of these technologies are incentives to delay procurement. We are deeply disappointed with this approach and the lack of leadership to overcome the inevitable challenges of transitioning to zero emissions. Transit agencies across the world and next door are rapidly procuring and deploying BEBs at significantly higher rates than LA Metro, despite our early commitments.

Further, the report to the Operations Committee makes disparaging statements such as the following: "BEBs are relatively less user-friendly to operate compared to Metro's legacy fleet." We are shocked and confused by this assertion. It is not that a BEB is less "user-friendly," but rather that adequate training for fleet operators is needed. There is zero evidence to back these assertions and these arguments depart from the experiences of other transit agencies. Action and leadership is needed, not more delays or excuses.

VIII. Utility, Infrastructure and Supply Chain Concerns.

The staff report claims that grid upgrades necessary to charge bus fleets will take between four to seven years to implement, depending on the amount of infrastructure upgrades needed. However, we are concerned that LA Metro has not initiated these planning processes to prepare. We want to remind the agency that the 100% clean fleets by 2030 policy was adopted back in 2017, which has been adequate time for LA Metro staff to advance these issues and set itself up for success.

In particular, we are disappointed by the lack of progress from LA Metro's work with the Los Angeles Department of Water and Power (LADWP). Mayor Bass, the current Chair of LA Metro, appoints all the Department of Water & Power Commissioners while several other LA Metro Board members serve as LA City Councilmembers who hold additional oversight and direction over these matters. We strongly urge our city leaders who sit on this board to work closely with LADWP to expedite and overcome the grid challenges that staff identify as threats to our zero emission commitments.

IX. There are Currently More than Two OEMs Producing Electric Buses.

While recognizing some of the issues facing the battery electric bus industries, the staff report incorrectly notes there are only two major OEMs. Importantly, the following OEMs are in the electric bus space:

¹² *Id*

- New Flyer - Just last month, New York City Transit Authority ordered 429 electric buses with options for another 1661 electric buses.¹³
- Gillig - Just last month, Kings County Metro in Washington ordered 89 electric buses with a total contract of up to 500 electric buses.¹⁴
- BYD - In September of 2023, the Capital Area Transit System in Baton Rouge, Louisiana received 6 electric buses with a total of 15 electric buses.¹⁵
- Alexander Dennis Inc. - In January of this year, Sound Transit in Washington ordered 33 buses.¹⁶

While we recognize the churn in this space, there are several large entities that could provide electric buses to LA Metro.

X. Conclusion

In sum, we strongly encourage Metro to spend less time on an annual effort to roll back our shared goals, and instead spend that time building charging infrastructure and procuring and deploying BEBs. Being a leader is more than just statements describing that you are a leader — it takes focused and diligent action. Unfortunately, we are not seeing this focused and diligent action from LA Metro. We hope the LA Metro Board can right this misguided effort.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO

¹³ See <https://financialpost.com/globe-newswire/nfi-subsiadiary-new-flyer-awarded-two-contracts-from-new-york-for-up-to-2090-xcelsior-transit-buses>.

¹⁴ See <https://kingcountymetro.blog/2024/03/14/king-county-metro-green-lights-contract-for-89-new-battery-electric-buses-growing-its-zero-emission-fleet/>.

¹⁵ See <https://en.byd.com/news/capital-area-transit-system-cats-expands-its-green-fleet-with-six-new-byd-ride-buses/>.

¹⁶ See <https://www.masstransitmag.com/bus/vehicles/hybrid-hydrogen-electric-vehicles/press-release/53096362/nfi-group-sound-transit-orders-33-electric-double-decker-buses-from-alexander-dennis>.

April 2024 RBM Public Comments – Item 34

From: [REDACTED]
Sent: Saturday, April 20, 2024 1:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: please pass item 34

Hello,

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.audacy.com%2Fknxnews%2Fnews%2Flocal%2Fanother-bus-driver-attacked-this-time-in-santa-monica&data=05%7C02%7Cboardclerk%40metro.net%7C47d642615bcd41da404a08dc617809ba%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C638492415423077406%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=MTucwE3sLAKQ%2BKO3auB%2Fc%2F0bbfvwYdT5hhPJMpOIQu0%3D&reserved=0>

is an article that I sent to my team through my channels. It talks about a Santamonica driver who had some troubles.

While I know you don't have responsibility for other agencies, this article I'm linking to also covers the recent metro struggles lately including I think the item you talked about in your last operations meeting I was there for.

Please pass item 34. How many more lives must we hear about before another driver is potentially killed because the driver is just doing their job?

Please pass the story to the board and urge them to pass the bus baracade program.

--



From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 4/25 Regular Board Meeting public comment

Regarding item 34. Subject: Bus Operator Retrofit Barriers - GENERAL COMMENT

Hello,

My name is Jose Ortega, I am currently an accounting student at Cal State Fullerton, I am also a former Metro Bus Operator, I drove for 4 Bus divisions and drove over 50 bus routes across the system. My wife is a Metro Rail Operator for the blue line yard, all in all I have a connection with operators and passengers alike. I am very disheartened that the issues that have plagued Metro for years, persist. I loved my job as a Bus Operator, my wife loves her job, my co-workers loved their job, brothers and sisters of SMART who give their all to transports passengers safely across the county love their job. But its clear, that the company has failed the public, and its operators after the recent attacks. I went through that trauma 5 years ago, and I wish to god my wife or anyone else does not relive an ounce of what I went through working the owl routes. We can admit the problem is complex, and that no single solution fixes the problem of violence on metro property. But what we can fix, is the tone at the top. Metro management has to take responsibility at some point for how we got into this situation. A barrier will not solve the problem, the operator is not sitting there the entire time. We interact with the public on a consistent basis. It is clear as day that the tone at the top of the organization does not align with the values of operators or the general public, time and time again people are hurt or killed, time and time again management points fingers. Mayor Bass. CEO Wiggins. Take responsibility for what is going on in your system. I don't want to see a once-a-month photo opportunity on LinkedIn, I want to see a safer system. I want to see trains and busses full.

signed,

[REDACTED]



April 24, 2024

Metro Chair Karen Bass and Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Recommendation for Metro Annual Budget Investments through 2028

Dear Metro Chair Bass and Metro Board of Directors,

As ACT-LA, a coalition of 46 community organizations based in LA County, we envision Metro as a public service where people go to feel safe, access information, and receive a high level of service. We believe that by placing the interests of low-income communities and communities of color first, we can achieve a just and equitable transit system for all. As we approach the 2028 Olympics, Metro has a unique opportunity to transform public transportation to ensure long-term sustainability, safety, and economic prosperity for Angelenos.

Historically, the Games have been accompanied by significant economic and social costs when policymakers prioritize the event's infrastructure and optics over the needs of the local community. Excessive policing and surveillance have infringed on human rights and driven unhoused residents out of cities hosting the Games, all in the name of security and a sanitized vision of the global city. Games-related development has gentrified neighborhoods and displaced hundreds of thousands of residents while also saddling those who remain with high housing costs and taxpayer debt from unanticipated costs. Massive transit investments have been made only to be taken down immediately after.

Los Angeles and Metro have an opportunity to avoid this path, by implementing strategies now that both center equity and prepare the city for the Games:

- 1) Employ 2,028 green shirts, outreach workers, and restroom attendants by 2028:**
Green-shirt ambassadors have proven to provide a welcoming presence to riders,

enhancing both perceived and actual safety on transit. By expanding this program along with Metro's homelessness and outreach programs, Metro can ensure that all riders feel safe and taken care of.

- 2) Operate Universal Fareless Transit:** Fares and TAP infrastructure provide an undue burden for riders, including working-class riders who are disproportionately affected by these costs and new riders who are unfamiliar with navigating the system. By implementing universal fareless transit long-term, Metro, at minimal cost to the agency, can ease the economic burdens of the most vulnerable households and provide seamless and accessible public transit to all.
- 3) Install bus lane networks and other bus priority investments:** Investments in bus lanes and bus priority infrastructure are the cheapest and fastest way to improve service across the region. Networks of bus lanes lower transfer penalties on riders that use two or more bus lines per trip and improve transit dependability. By making these infrastructural changes permanent, Metro can deliver the frequency and reliability that Los Angeles riders need.

We look forward to working with you as we envision a better transit service for all.

Sincerely,

ACT-LA

Jobs to Move America (JMA)

Koreatown Immigrant Workers Alliance (KIWA)

People for Mobility Justice (PMJ)

American Civil Liberties Union of Southern California (ACLU SoCal)

Community Power Collective (CPC)

Strategic Actions for a Just Economy (SAJE)

American Friends Service Committee (AFSC)

***For Metro Board of Directors Meeting, April 25, 2024
General Public Comment***

*By Ray Hollar, Lawndale Homeowner, Retired Aerospace
Engineer*

(See Honorable Board Clerk for contact information)

***Subject: C Line (Green Line) Extension Cost Effectiveness
and Ridership***

Purpose: *If trains are to be built, I strive to determine the best train option for the cost effectiveness objective.*

Summary

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership for Hawthorne Blvd option is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost.

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

New Acronym: GLT for Green Line Team a.k.a. Metro staff

Key References (numbered anew)

- [1] C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)
- [2] DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)
- [3] “Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)
- [4] DEIR, Section 2.4-3 Proposed Project - Construction Durations
- [5] DEIR, Table 2.4-1 Proposed Project - Construction Schedule
- [6] DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule
- [7] DEIR Appendix 2-B Construction Methods Memo
- [8] DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.
- [9] FY25 Budget Development Monthly Update, presentation to Finance, Budget, and Audit Committee, March 20, 2024, agenda item 12, page 2
- [10] Metro Board Report, File # 2023-0532, “Proposed Project and Locally Preferred Alternative for C Line Extension to Torrance,” to the Planning and Programming Committee, April 17, 2024 (which recommended Hybrid ROW option)
- [11] Two memos to Metro with comments about the Green Line Extension program, from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023.
- [12] Previous version of this memo, to Metro Board of Directors Meeting, January 25, 2024, General Public Comment, by Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer
- [13] DEIR, Non-CEQA Reports, CLGET Real Estate Property Acquisitions Report

Green Line Extension Cost Effectiveness

In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Reference [1], Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”

Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).

This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way, according to Metro.

Note that lowest cost option is not a project objective.

Ridership

The metric which Metro uses in their ridership reporting most frequently is “boardings,” sometimes called “project trips.” In her monthly ridership summary, the Metro C.E.O reports boardings. On Metro.net, “Ridership Stats,” estimated ridership reported is boardings. In the case of the C/Green Line Extension Project, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary Reference [2], Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher (15,648) than for ROW (11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.

Project Option Cost Comparison

Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.

Other sources were examined to compare option costs

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*
- Metro FY2025 Monthly Development Budget, March 2024*

Physical Construction Cost

Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations.

Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.

In the Aug 14 memo Reference [3], the Green Line team provided a cost estimate of Hybrid ROW (\$2.23B) to the Board of Directors, an increase of 14% over plain ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.

Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost, to distinguish between options.

Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will need concrete support walls and at-grade street-traffic-proof

covers. Hybrid ROW would need more robust sound/safety walls all along the neighborhoods than for Haw Blvd, where the background noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.

With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.

AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for higher cost than ROW was based on the construction cost table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase over (plain) ROW of 14%. This supports my rationale for scaling ROW costs by 14% to get Hybrid ROW costs.

Total Project Cost

To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost. (see schedule graph below, from Aug 14 letter, Reference [3], to Metro Board)

Project Schedule*	Measure M (2030-2033)													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation			Construction					Sep-33	
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation			Construction					Dec-34	
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation			Construction						Jan-36
Hawthorne Option	CEQA	Caltrans PA&ED		Design/RE Contract Award		BNSF & Utility Relocation		Construction					Sep-35	

Source: Metro, STV, and Jacobs

All four train options contain cost elements of CEQA, Design/Bid, BNSF & Utilities, Construction.

ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.

The CEQA is the same cost for all options, & final EIR will be finished next year.

Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd, which feels inconsistent with the much lower cost (33%) the GLT has claimed.

I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).

Caltrans Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. Previously (Jan 25 memo), I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR should be finished before the Caltrans work. The Aug 14 memo made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions). Since the FY2025 preliminary

budget, Reference [9], showed \$57.7M for C Line Infrastructure Development Budget, I now use that; for two years, that is \$115M total, \$50M less than I previously used.

Additional Escalation *(I like the term inflation better but escalation is more correct here) based on construction schedule mid-points. Due to Haw Blvd later construction schedule mid-point (due to extra Caltrans work) versus Hybrid ROW (not to be confused with the fact that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd), Haw Blvd has an additional escalation cost.*

The cost bar chart in Reference [10] page 14, shows cost estimates in FY2022 dollars (I inferred July 2022 reference). By backing out the time to mid-point from the escalation data shown in the cost bar chart in Reference [10], assuming compounding, I calculated the following durations from July 2022 reference to the construction mid-points:

Hybrid ROW: 8.25 years

Hawthorne Blvd: 9.52 years

So the Hawthorne mid-point is 1.27 years later than Hybrid ROW. Applying GLT's escalation rate of 3.5% per year ($1.035^{\exp 1.27} = 1.0446$) to the Hybrid ROW physical construction cost (2232M) + Caltrans cost (115M), a subtotal of 2347M, adds 105M to the cost for Hawthorne Blvd.

As a check, I performed the same inflation calculation using the schedule graph in Reference [10] page 15, whose values are less precisely stated, and calculated an additional 114M of inflation. I use 105M now.

{Aside. Previously, Reference [12], I used of 18 months for an additional inflation factor of 5.3% multiplied by total Hybrid ROW cost estimate of \$2.23B for an increase of \$118M. In my presentations in-person to Metro committees and the Board of Directors, I have been showing 140M.}

{Aside. In Reference [10] page 14, the cost estimate bar chart legend says escalation is 3.5% when it should be 3.5% per year: this error propagated from their August 14 memo, Reference [3].}

{Aside. In Reference [10] page 15, note that the Hybrid ROW construction schedule is 15 months longer than the Hawthorne Blvd option schedule. Also, the end time for Trench schedule shown by date does not match the time bar, another error propagated from their August 14 update memo, Reference [3].}
{Aside. Note that the Green Line Team does not recognize Caltrans telling them that the ROW options would be required to get permits to cross State Highway 107, so they probably did not budget anything for Caltrans permits.}

Property Acquisition The Aug 14 memo Reference [3] says, “Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405].” I do not know if the GLT’s cost estimates include property acquisition. The Real Estate Property Acquisitions Report, Reference [13], says that 15 lots or parts of lots are affected by the Hawthorne Blvd option, three are aerial easements, so I allocated a million for each lot or parts and 1M for the aerial easements, \$13M total. There is a lot of uncertainty about property acquisition. We think that the ROW between 170th street and Artesia Blvd, at 75 feet wide, is too narrow to fit the freight train, two sets of LRT tracks, and four pipelines and maintain the required separations without needing to acquire residential property there, which would increase cost, in addition to the 24 lots or parts of lots indicated in Reference [13] .

Total add-ons to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans:	115M
Escalation:	105M
Prop Acquisition:	13M
Total Add-ons:	233M
Hybrid ROW:	2232M
<u>Haw Blvd est:</u>	<u>2465M</u>

My Haw Blvd option cost estimate of \$2.46B is only 10% higher than for Hybrid ROW cost at \$2.23B.

(Previously, the numbers were \$2.55B, 14%, \$2.26B)

Relative Cost Effectiveness

For Hawthorne Blvd cost/rider divided by Hybrid ROW cost/rider (lower cost/rider is better)

$(2465M/15648) / (2232M/11579) = 0.818$ or about 18% better

This is the same as for Hawthorne Blvd relative cost divided by Hawthorne Blvd relative ridership, $1.10/1.35 = 0.815$

Conclusions

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost (see below).

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Good News regarding funding!

In the April 17 update memo, reference [10], page 16, is a table about funding strategy. The subtotal of Secured Sources (from local and state funding) are \$1407.6 for hybrid ROW and \$1479.5 for Hawthorne Blvd, making secured funding for Hawthorne Blvd about \$72M higher than Hybrid ROW, about 3% of the total cost of Hybrid ROW. The "Not Yet Secured funding" for Hybrid ROW is 822M, and for Hawthorne Blvd is 985M (for total cost at 2465M). An extra 163M is funding is required for Hawthorne Blvd

over Hybrid ROW, equal to 7% of Hybrid ROW total cost, for which a 35% higher ridership can be achieved. Only 7%.

Cost Estimates, Another Approach

Remember, my cost estimates are relative cost estimates, not absolute cost estimates. Suppose the “Proposed Project” were Hawthorne Blvd option, instead of ROW, and we worked backwards from GLT’s cost estimate of 2.96B to find out how much less Hybrid ROW would cost. To maintain the statement, “For an extra 10% of Hybrid ROW cost you get Hawthorne Blvd option ...,” Hybrid ROW cost would be about 2.69B, instead of 2.23B. We think the Hybrid ROW cost is understated for reasons not appreciated, so I am much more comfortable with these higher numbers.

Hawthorne Blvd Total Project Cost Estimate Perspective

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, and is \$495M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$495M above my add-ons. But just for fun, let’s put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year (I assume that is industry standard). I added 50% for benefits (I tried to get a number from Caltrans without success) and 100% for overhead. That’s \$408K/year. So what I will call the Green Line Team’s overestimate for Haw Blvd of \$495M is over 1000 years of Senior Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need an additional millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond

*the FY2025 budget of 57.7M, 140 heads/year), that is 300 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

Bonus Comments for the Committed

Another Look at the Green Line Team's Cost Estimates: 40% Cost Estimate Contingency

Update from my Jan 25 memo Reference [12]. Metro staff modified their cost bar graph in the Board Report to the Planning and Programming Committee on April 17 Reference [10], an update, their cost bar graph contingency is shown in the legend to be “~40%,” a “~” symbol being added, suggesting “approximate,” and “Contingency varies by SCC code.” The contingencies shown are 38.7% for Hybrid ROW, and 42.6% for Hawthorne Blvd option. The GLT gave no explanation for different contingencies, which seems suspicious since the largest part of cost, physical construction, is forecast to take 15 months longer for Hybrid ROW than Hawthorne Blvd.

Original content, which was valid given the information that the GLT provided in their Aug 14 memo Reference [3], showing that the GLT was sloppy in their documentation.

In the Aug 14 memo to the Metro Board, Reference [3], the GLT included some previously undisclosed cost estimate details in their cost estimate vertical bar chart, in particular, the numerical allocations for contingency and escalation (inflation). The table below shows the original cost estimates in 2022 dollars, my calculation of 40% contingency, the GLT's calculation of 40% contingency, and the difference.

	2022 estimate	40% Cont	Table Cont	Diff
ROW:	1100	440	418	22
Hybrid ROW:	1213	485	470	15
Trench ROW:	1483	593	626	- 33
Haw Blvd:	1497	599	638	- 39

This was disappointing. The Green Line Team updated their bar chart for the Aug 14 memo for the Metro Board of Directors. You would have thought that somebody would have noticed the contingency calculation errors. The sum of the absolute errors in calculating contingency for the four options is \$109M. As is typical of Green Line Team reporting, the errors favor the ROW (by \$22M) and Hybrid ROW (by \$15M) and degrade the Hawthorne Blvd option (by \$39M). This would shave \$54M, 2.4%, off of the Hawthorne Blvd cost over the Hybrid ROW, by itself. Curiously, in the new update memo, Reference [10], the GLT added little squiggles in front of the 40% contingency, suggesting “approximate.” Which makes no sense. Anyway, I cannot apply these errors to my relative cost analysis.

About Metro-Caltrans work

The Aug 14 letter, Reference [3], made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option,

“Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit.”

This is highly disingenuous. First of all, of course Metro has not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.

Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one

before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, and originally I booked 400 years of senior transportation engineering-level work for that, over booked compared to the 57.7M in the new FY2025 budget, assumed for FY2026, about 280 heads over 2 years .

The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."

Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.

I reported all this to the Metro Construction Committee meeting on September 21, 2023, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.

And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.

Parking

The Aug 14 memo Reference [3], says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.

Cost of the BNSF ROW

By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect

that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.

Questions?

As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.

April 2024 RBM General Public Comments

From: [REDACTED]

Sent: Sunday, April 21, 2024 7:41 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, April 23, 2024 11:08 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Re: 4/25 Regular Board Meeting: Individual Metro Rail Station Security

Hello,

Following up to my email comment above, my security concept revolves around individual security booths or "customer service" centers at each individual station either inside or right before you pass thru station turnstiles. These centers would be manned 24/7, providing opportunities for security personnel and customer service agents, as well as piece of mind for the riding public.

The security officer or representative keeps a watchful eye on people entering and exiting the stations. These individuals would also be tasked with typical security detail duties, occasional patrol around the station to build a rapport with riders, check for possible fare jumpers and keep tabs on suspicious activity in and around the station.

Security or Metro Police booths would be a simple design to avoid strenuous costs (See attached example images). Equipped with access to the station security cameras, a simple computer station and phone system with PA access as well as emergency direct line to Metro Police or LAPD depending on the jurisdiction, assistance would be just a push button away.

I hope this concept makes it to the board meeting on 4/25. Thank you again for your time.

Sincerely,

[REDACTED]



From: [REDACTED]
Sent: Tuesday, April 23, 2024 7:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Regular Board Meeting 04/25/2024

General Public Comment:

The safety situation is inexcusable. People are dying and getting assaulted, yet you keep promoting metro as being safe and tooting your own horns for no reasons. Fire the CEO as this is happening on her watch and actually hold law enforcement accountable for not executing their duties under the contract. It's literally a third world country on these trains lately and it's not fair to the residents of LA County to be dealing with this.

From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for 4/25 meeting

General meeting on 4/25, 2024-0260 general public comment:

I use metro as my only source of transportation and I hate that everyday I wake up dreading my ride to work. The fear that I experience as a woman on the metro feels ignored every time the Metro board allows a vagrant on board without paying fare, allows a mentally unstable person to roam the stations, or allows LAPD to continue standing around just to watch the system decay. Catering to the homeless and mentally-ill minority continues to upset a regular, paying rider base. The metro needs more security with the power to actually enforce fares and rules. It needs full barriers to protect station entrances and platforms that can only be opened with tap cards. It needs to work quickly so women stop dying at the hands of violent and mentally ill men. It is not metro's job to solve homelessness or the mental health crisis, but it is their job to provide safety and cleanliness to the mentally sound and law abiding majority that uses the system.

Good morning:

This is Holly Osborne, from Redondo Beach.

To me, one of the most troubling and aggravating statements made in the Board Report is the following:

"The Hawthorne Option would not include any improvements along the Metro ROW (e.g. freight noise, vibration and safety improvements, neighborhood paths)."

This is a classic example of Metro double speak. To the contrary, choosing the Hawthorne option would **allow** the city of Lawndale to KEEP its *de facto* path that it already has! Who in this room thinks that Metro concrete is preferable to grass and trees? In this era of climate change, trees and green space and shade are priceless.

The statement also says that if the Hawthorne option is chosen, there will not be any improvements to freight noise! The freight train only comes twice a day! Do you think that adding 200-300 LRT trains in order for Metro to install a "quiet zone" makes ANY sense? The fact that Metro could even make these statements shows how out of touch Metro is with reality. Also, installing a quiet zone (four sets of crossing arms instead of two) does not mean that the train does not have to blow its horn. The city **has to approve it not blowing** its horn. In an area where kids are crossing tracks to school, you WANT a horn!

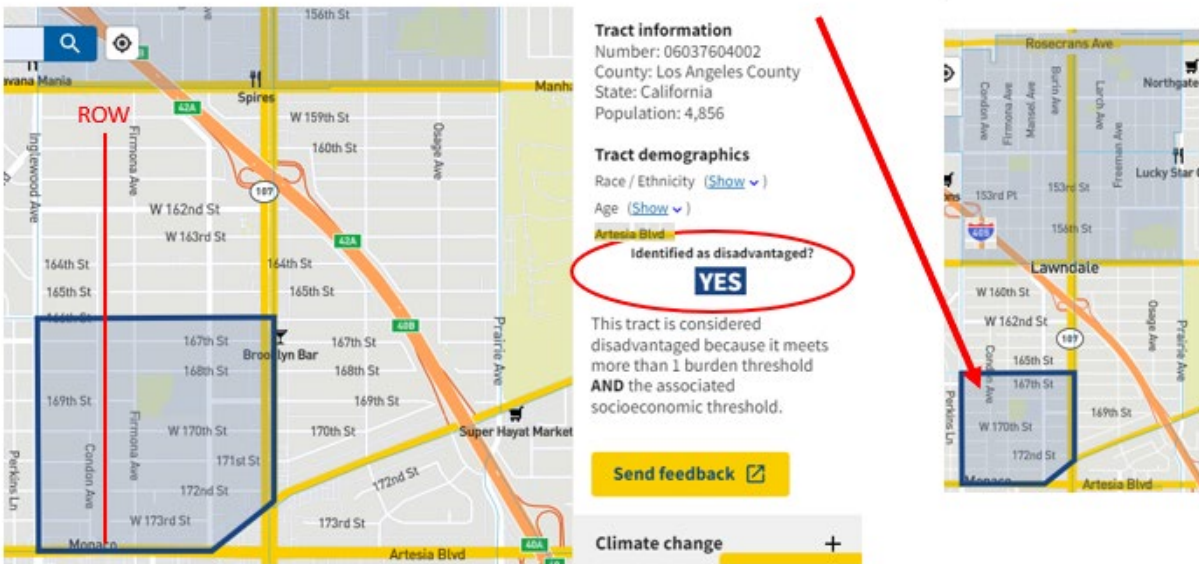
Yet, these contrived statements allow metro to give itself a black ball in the trade chart.

Metro used that same argument in 2018 about how choosing the ROW would "give" the city o Lawndale a neighborhood path. What choosing the ROW would do is **destroy** the city, and **destroy** what little green space the city has. Right now, Lawndale contains 6 census districts. Four of them are considered disadvantaged, and two are not. The ROW goes through one disadvantaged neighborhood and one not disadvantaged neighborhood . If you put the Mero on the ROW, Lawndale will consist of 5 disadvantaged districts. Is this the kind of legacy you can be proud of?

Put the Metro on a commercial corridor, on Hawthorne Blvd, as the cities of Redondo, Lawndale and Hawthorne have requested.

Holly Osborne
Redondo Beach

Relative placement of disadvantaged Lawndale district on ROW in city



Breakdown of the 6 census districts in Lawndale:



- Lawndale has 6 census districts. These 5, plus the one from the previous page.
 - 4 of the 6 districts are disadvantaged. (dark blue background)
 - If Metro goes down the ROW, one more district will become disadvantaged.
- Result: 5 out of 6 districts disadvantaged census districts.**

From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BOD Meeting General Public comments

Dear Sir/Madam:

We are residents of the City of Lawndale and have lived along the ROW (Right of Way) for 42 years.

We are writing to you to reiterate our request to vote for the Hawthorne Blvd. Elevated Locally Preferred Alternative. Hoping for your kind hearted consideration regarding our request.

Sincerely,

[REDACTED]

***For Metro Board of Directors Meeting, April 25, 2024
General Public Comment***

By Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer

(See Honorable Board Clerk for contact information)

Subject: C Line (Green Line) Extension Cost Effectiveness and Ridership

Purpose: *If trains are to be built, I strive to determine the best train option for the cost effectiveness objective.*

Summary

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership for Hawthorne Blvd option is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost.

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

New Acronym: GLT for Green Line Team a.k.a. Metro staff

Key References (numbered anew)

- [1] C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)
- [2] DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)
- [3] “Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)
- [4] DEIR, Section 2.4-3 Proposed Project - Construction Durations
- [5] DEIR, Table 2.4-1 Proposed Project - Construction Schedule
- [6] DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule
- [7] DEIR Appendix 2-B Construction Methods Memo
- [8] DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.
- [9] FY25 Budget Development Monthly Update, presentation to Finance, Budget, and Audit Committee, March 20, 2024, agenda item 12, page 2
- [10] Metro Board Report, File # 2023-0532, “Proposed Project and Locally Preferred Alternative for C Line Extension to Torrance,” to the Planning and Programming Committee, April 17, 2024 (which recommended Hybrid ROW option)
- [11] Two memos to Metro with comments about the Green Line Extension program, from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023.
- [12] Previous version of this memo, to Metro Board of Directors Meeting, January 25, 2024, General Public Comment, by Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer
- [13] DEIR, Non-CEQA Reports, CLGET Real Estate Property Acquisitions Report

Green Line Extension Cost Effectiveness

In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Reference [1], Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”

Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).

This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way, according to Metro.

Note that lowest cost option is not a project objective.

Ridership

The metric which Metro uses in their ridership reporting most frequently is “boardings,” sometimes called “project trips.” In her monthly ridership summary, the Metro C.E.O reports boardings. On Metro.net, “Ridership Stats,” estimated ridership reported is boardings. In the case of the C/Green Line Extension Project, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary Reference [2], Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher (15,648) than for ROW (11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.

Project Option Cost Comparison

Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.

Other sources were examined to compare option costs

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*
- Metro FY2025 Monthly Development Budget, March 2024*

Physical Construction Cost

Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations.

Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.

In the Aug 14 memo Reference [3], the Green Line team provided a cost estimate of Hybrid ROW (\$2.23B) to the Board of Directors, an increase of 14% over plain ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.

Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost, to distinguish between options.

Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will need concrete support walls and at-grade street-traffic-proof

covers. Hybrid ROW would need more robust sound/safety walls all along the neighborhoods than for Haw Blvd, where the background noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.

With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.

AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for higher cost than ROW was based on the construction cost table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase over (plain) ROW of 14%. This supports my rationale for scaling ROW costs by 14% to get Hybrid ROW costs.

Total Project Cost

To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost. (see schedule graph below, from Aug 14 letter, Reference [3], to Metro Board)

Project Schedule*	Measure M (2030-2033)													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction						Sep-33	
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation		Construction						Dec-34	
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction							Jan-36
Hawthorne Option	CEQA	Caltrans PA&ED		Design/RE Contract Award		BNSF & Utility Relocation		Construction					Sep-35	

Source: Metro, STV, and Jacobs

All four train options contain cost elements of CEQA, Design/Bid, BNSF & Utilities, Construction.

ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.

The CEQA is the same cost for all options, & final EIR will be finished next year.

Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd, which feels inconsistent with the much lower cost (33%) the GLT has claimed.

I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).

Caltrans Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. Previously (Jan 25 memo), I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR should be finished before the Caltrans work. The Aug 14 memo made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions). Since the FY2025 preliminary

budget, Reference [9], showed \$57.7M for C Line Infrastructure Development Budget, I now use that; for two years, that is \$115M total, \$50M less than I previously used.

Additional Escalation *(I like the term inflation better but escalation is more correct here) based on construction schedule mid-points. Due to Haw Blvd later construction schedule mid-point (due to extra Caltrans work) versus Hybrid ROW (not to be confused with the fact that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd), Haw Blvd has an additional escalation cost.*

The cost bar chart in Reference [10] page 14, shows cost estimates in FY2022 dollars (I inferred July 2022 reference). By backing out the time to mid-point from the escalation data shown in the cost bar chart in Reference [10], assuming compounding, I calculated the following durations from July 2022 reference to the construction mid-points:

Hybrid ROW: 8.25 years

Hawthorne Blvd: 9.52 years

So the Hawthorne mid-point is 1.27 years later than Hybrid ROW. Applying GLT's escalation rate of 3.5% per year ($1.035^{\exp 1.27} = 1.0446$) to the Hybrid ROW physical construction cost (2232M) + Caltrans cost (115M), a subtotal of 2347M, adds 105M to the cost for Hawthorne Blvd.

As a check, I performed the same inflation calculation using the schedule graph in Reference [10] page 15, whose values are less precisely stated, and calculated an additional 114M of inflation. I use 105M now.

{Aside. Previously, Reference [12], I used of 18 months for an additional inflation factor of 5.3% multiplied by total Hybrid ROW cost estimate of \$2.23B for an increase of \$118M. In my presentations in-person to Metro committees and the Board of Directors, I have been showing 140M.}

{Aside. In Reference [10] page 14, the cost estimate bar chart legend says escalation is 3.5% when it should be 3.5% per year: this error propagated from their August 14 memo, Reference [3].}

{Aside. In Reference [10] page 15, note that the Hybrid ROW construction schedule is 15 months longer than the Hawthorne Blvd option schedule. Also, the end time for Trench schedule shown by date does not match the time bar, another error propagated from their August 14 update memo, Reference [3].}
{Aside. Note that the Green Line Team does not recognize Caltrans telling them that the ROW options would be required to get permits to cross State Highway 107, so they probably did not budget anything for Caltrans permits.}

Property Acquisition The Aug 14 memo Reference [3] says, “Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405].” I do not know if the GLT’s cost estimates include property acquisition. The Real Estate Property Acquisitions Report, Reference [13], says that 15 lots or parts of lots are affected by the Hawthorne Blvd option, three are aerial easements, so I allocated a million for each lot or parts and 1M for the aerial easements, \$13M total. There is a lot of uncertainty about property acquisition. We think that the ROW between 170th street and Artesia Blvd, at 75 feet wide, is too narrow to fit the freight train, two sets of LRT tracks, and four pipelines and maintain the required separations without needing to acquire residential property there, which would increase cost, in addition to the 24 lots or parts of lots indicated in Reference [13] .

Total add-ons to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans:	115M
Escalation:	105M
Prop Acquisition:	13M
Total Add-ons:	233M
Hybrid ROW:	2232M
<u>Haw Blvd est:</u>	<u>2465M</u>

My Haw Blvd option cost estimate of \$2.46B is only 10% higher than for Hybrid ROW cost at \$2.23B.

(Previously, the numbers were \$2.55B, 14%, \$2.26B)

Relative Cost Effectiveness

For Hawthorne Blvd cost/rider divided by Hybrid ROW cost/rider (lower cost/rider is better)

$(2465M/15648) / (2232M/11579) = 0.818$ or about 18% better

This is the same as for Hawthorne Blvd relative cost divided by Hawthorne Blvd relative ridership, $1.10/1.35 = 0.815$

Conclusions

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost (see below).

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Good News regarding funding!

In the April 17 update memo, reference [10], page 16, is a table about funding strategy. The subtotal of Secured Sources (from local and state funding) are \$1407.6 for hybrid ROW and \$1479.5 for Hawthorne Blvd, making secured funding for Hawthorne Blvd about \$72M higher than Hybrid ROW, about 3% of the total cost of Hybrid ROW. The "Not Yet Secured funding" for Hybrid ROW is 822M, and for Hawthorne Blvd is 985M (for total cost at 2465M). An extra 163M is funding is required for Hawthorne Blvd

over Hybrid ROW, equal to 7% of Hybrid ROW total cost, for which a 35% higher ridership can be achieved. Only 7%.

Cost Estimates, Another Approach

Remember, my cost estimates are relative cost estimates, not absolute cost estimates. Suppose the “Proposed Project” were Hawthorne Blvd option, instead of ROW, and we worked backwards from GLT’s cost estimate of 2.96B to find out how much less Hybrid ROW would cost. To maintain the statement, “For an extra 10% of Hybrid ROW cost you get Hawthorne Blvd option ...,” Hybrid ROW cost would be about 2.69B, instead of 2.23B. We think the Hybrid ROW cost is understated for reasons not appreciated, so I am much more comfortable with these higher numbers.

Hawthorne Blvd Total Project Cost Estimate Perspective

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, and is \$495M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$495M above my add-ons. But just for fun, let’s put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year (I assume that is industry standard). I added 50% for benefits (I tried to get a number from Caltrans without success) and 100% for overhead. That’s \$408K/year. So what I will call the Green Line Team’s overestimate for Haw Blvd of \$495M is over 1000 years of Senior Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need an additional millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond

*the FY2025 budget of 57.7M, 140 heads/year), that is 300 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

Bonus Comments for the Committed

Another Look at the Green Line Team's Cost Estimates: 40% Cost Estimate Contingency

Update from my Jan 25 memo Reference [12]. Metro staff modified their cost bar graph in the Board Report to the Planning and Programming Committee on April 17 Reference [10], an update, their cost bar graph contingency is shown in the legend to be “~40%,” a “~” symbol being added, suggesting “approximate,” and “Contingency varies by SCC code.” The contingencies shown are 38.7% for Hybrid ROW, and 42.6% for Hawthorne Blvd option. The GLT gave no explanation for different contingencies, which seems suspicious since the largest part of cost, physical construction, is forecast to take 15 months longer for Hybrid ROW than Hawthorne Blvd.

Original content, which was valid given the information that the GLT provided in their Aug 14 memo Reference [3], showing that the GLT was sloppy in their documentation.

In the Aug 14 memo to the Metro Board, Reference [3], the GLT included some previously undisclosed cost estimate details in their cost estimate vertical bar chart, in particular, the numerical allocations for contingency and escalation (inflation). The table below shows the original cost estimates in 2022 dollars, my calculation of 40% contingency, the GLT's calculation of 40% contingency, and the difference.

	2022 estimate	40% Cont	Table Cont	Diff
ROW:	1100	440	418	22
Hybrid ROW:	1213	485	470	15
Trench ROW:	1483	593	626	- 33
Haw Blvd:	1497	599	638	- 39

This was disappointing. The Green Line Team updated their bar chart for the Aug 14 memo for the Metro Board of Directors. You would have thought that somebody would have noticed the contingency calculation errors. The sum of the absolute errors in calculating contingency for the four options is \$109M. As is typical of Green Line Team reporting, the errors favor the ROW (by \$22M) and Hybrid ROW (by \$15M) and degrade the Hawthorne Blvd option (by \$39M). This would shave \$54M, 2.4%, off of the Hawthorne Blvd cost over the Hybrid ROW, by itself. Curiously, in the new update memo, Reference [10], the GLT added little squiggles in front of the 40% contingency, suggesting “approximate.” Which makes no sense. Anyway, I cannot apply these errors to my relative cost analysis.

About Metro-Caltrans work

The Aug 14 letter, Reference [3], made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option,

“Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit.”

This is highly disingenuous. First of all, of course Metro has not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.

Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one

before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, and originally I booked 400 years of senior transportation engineering-level work for that, over booked compared to the 57.7M in the new FY2025 budget, assumed for FY2026, about 280 heads over 2 years .

The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."

Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.

I reported all this to the Metro Construction Committee meeting on September 21, 2023, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.

And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.

Parking

The Aug 14 memo Reference [3], says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.

Cost of the BNSF ROW

By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect

that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.

Questions?

As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.



MINUTES

Thursday, April 25, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Karen Bass, Chair

Janice Hahn, Vice Chair

Fernando Dutra, 2nd Vice Chair

Kathryn Barger

James Butts

Jacquelyn Dupont-Walker

Lindsey Horvath

Paul Krekorian

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:11 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 9, 10, 14, 17, 26, and 27.

Consent Calendar items were approved by one motion except for items 10 and 11, which were held by a Director for discussion and/or separate action.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Voting Deviations*

Item 5 – the following Director was conflicted: KRB

Item 26 – the following Director was conflicted: LH

2. **SUBJECT: MINUTES** **2024-0261**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 28, 2024, and the Special Board Budget Workshop held March 29, 2024.

3. **SUBJECT: REMARKS BY THE CHAIR** **2024-0262**

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2024-0263**

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: PROPERTY INSURANCE PROGRAM **2024-0012**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of \$10.2 million for the 12-month period of May 10, 2024, through May 10, 2025.

6. SUBJECT: NORTH HOLLYWOOD TRANSIT PROPERTY- BASED BUSINESS IMPROVEMENT DISTRICT (BID) **2024-0183**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee, to execute a Petition to Renew Los Angeles County Metropolitan Transportation Authority's (LACMTA) participation in the North Hollywood Transit Property-Based Business Improvement District (BID) for a period of six (6) years commencing January 1, 2025, for a total estimated amount not to exceed \$1,130,228.16 over the term of the BID renewal.

7. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) **2024-0028**

APPROVED ON CONSENT CALENDAR the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$54,230,499 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2023-24 disbursed through LCTOP and to use \$50,941,838 for one year of E Line operations, as enhanced by the opening of Regional Connector, and \$3,288,661 for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley (NSFV) Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

9. SUBJECT: FIRST/LAST MILE (FLM) PLAN FOR SOUTHEAST GATEWAY LINE TRANSIT CORRIDOR **2024-0038**

ADOPTED ON CONSENT CALENDAR the First/Last Mile (FLM) Plan for the Southeast Gateway Line.

10. SUBJECT: SOUTHEAST GATEWAY LINE (FORMERLY WEST SANTA ANA BRANCH) - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT **2024-0104**

APPROVED:

- A. the board-identified Locally Preferred Alternative (LPA) as the Southeast Gateway Line (formerly West Santa Ana Branch) Light Rail Transit (LRT) Project (Project), which is a 14.5- miles LRT line with nine (9) stations and includes a new C Line infill station at the I-105 Freeway. The Project extends from its northern LPA terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of Los Angeles (LA) County to its southern terminus at the Pioneer Station located in the City of Artesia and includes a new C Line infill station at the I-105 Freeway. Approval of the Project also provides for the inclusion of five (5) parking facilities, ancillary facilities and a Maintenance and Storage Facility (MSF) in the City of Bellflower;
- B. CERTIFYING in accordance with the California Environmental Quality Act (CEQA) the Final Environmental Impact Report (EIR), which includes the design option that would close 186th Street but keep 187th Street open in the City of Artesia;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP); and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

11. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN **2023-0594**

ADOPTED the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP) and its recommendations for funding programs and projects.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	A	Y

13. SUBJECT: VEHICLE MILES TRAVELED (VMT) REDUCTION TARGET SETTING 2024-0216

ADOPTED Scenario 1 with accelerated non-capital components to 2030 as Metro’s VMT Reduction Targets and use Scenario 3 results as a County-wide Call to Climate Action for 2045.

YAROSLAVSKY AND SOLIS AMENDMENT:

- A. Report back to the Planning and Programming Committee on identifying a detailed framework for a regional working group to pursue funding, policy, and projects that help us to accomplish the necessary collaboration in order to achieve Scenario 3;
- B. Provide a plan that identifies how to capture and track these VMT reductions in Metro’s Climate Action and Adaptation Plan (CAAP) and to provide a 5-year update of the CAAP to include VMT reduction targets and to include the County of Los Angeles; and
- C. Require that board reports include a new standard section that analyzes the VMT impacts of that item beginning in December 2024.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y	A

14. SUBJECT: PILOT VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM 2024-0066

APPROVED ON CONSENT CALENDAR the Pilot VMT Mitigation Program.

17. SUBJECT: BUS STOP LIGHTING 2024-0176

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute a Memorandum of Understanding (MOU) with the Los Angeles Department of Public Works-Bureau of Street Lighting (BSL) to design and construct bus stop security lighting under the Metro Enhanced Bus Stop Lighting Project (Project) totaling \$1,590,000.

~~**21. SUBJECT: GOPASS PILOT PROGRAM EXTENSION 2023-0760**~~

~~APPROVED an extension of the GoPass Pilot Program through FY25.~~

22. SUBJECT: BRIDGE TO FARELESSNESS MOTION 2024-0258

APPROVED AS AMENDED Motion by Directors Bass, Butts, Dutra, Dupont-Walker, Mitchell, and Solis that the Board direct the Chief Executive Officer to:

(continued on next page)

(Item 22 – continued from previous page)

- A. Make the GoPass Fareless Pilot Program permanent and provide a report back to the Board annually at the September Board Meeting, beginning September 2024, on program implementation, including but not limited to:
 1. An analysis reflecting the prior 12 months of data;
 2. Identifying additional funding sources to help offset the program's cost to the Agency, including philanthropic and commercial partnerships;
 3. Identifying barriers to cost sharing that educational institutions, particularly those in or serving Equity-Focused Communities, face in implementing the program;
 4. The Program's impact on Metro ridership and other outcomes for students; and
 5. Report on the feasibility of enhancements to the program.
- B. Report back by June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization, including but not limited to:
 1. Creating a cost-benefit analysis to provide unlimited free rides for all who qualify for the program
 2. Identifying revenue impacts;
 3. Identifying permanent sources of replacement revenues;
 4. Feasibility of enabling the TAP app to accept applications;
 5. Allowing program recipients to utilize the TAP app in lieu of the physical card to allow for direct program access to those receiving/signing up for Aid to Families with Dependent Children, or cash assistance and other benefits through the Los Angeles County Department of Public Social Services;
 6. Coordination with open loop upgrades on the TAP system so qualified individuals can use other social benefit cards in lieu of Metro fare media; and
 7. Outreach and engagement efforts led by Community-Based Organizations that include active and direct engagement with customers

- C. Direct Metro to conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of subsidized transit and provide examples of how a local fare subsidy program could be instituted to support their respective constituents.

HAHN AMENDMENT: report back to include:

- A. how we are including our municipal and local operators;
- B. how we will preserve existing transit service; and
- C. any impact a broader fareless system could have on ACCESS paratransit services.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y	Y

26. SUBJECT: CONSULTANT TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR THE P3030 NEW LIGHT RAIL VEHICLE PROCUREMENT **2020-0056**

AWARDED ON CONSENT CALENDAR a cost-plus fixed fee contract to Hatch Associates Consultants, Inc to provide technical and project management support for Metro’s solicitation of a Transit Vehicle Manufacturer for the procurement of P3030 new Light Rail Vehicles (LRV) and replacement of the existing fifty-two (52) Siemens LRVs in the Not-To-Exceed (NTE) contract amount of \$1,254,209.82 for a period of twelve (12) months after the issuance of Notice to Proceed, subject to the resolution of any properly submitted protests, if any.

27. SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES **2024-0027**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. PS49398000 to The Goodyear Tire and Rubber Company for the lease and maintenance of tires for the Metro-operated bus fleet and servicing of non-revenue vehicle tires in an amount not to exceed \$48,996,516, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any.

31. SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE **2023-0766**

RECEIVED AND FILED status report on the Zero-Emission Bus (ZEB) Program.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	A	P	A	P	P	P	A	P	P	P

31.1.SUBJECT: ZERO EMISSION BUSES MOTION

2024-0275

APPROVED AS AMENDED Motion by Yaroslavsky, Bass, Krekorian, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Report back to the September Operations Committee on a more detailed and updated plan to deliver a 100% Zero Emissions bus fleet as soon as is possible and fiscally responsible; with interim milestones and metrics for both rolling stock and electric vehicle infrastructure installation that reflect an ambitious and actionable schedule; The report back should include a timeline for the submission of relevant service requests to Southern California Edison and Los Angeles Department of Water & Power. The ZEB conversion schedule should ensure Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full 7 million annualized revenue service hours as planned through the NextGen Bus Plan.
- B. Provide quarterly reports beginning in January 2025 to the Operations Committee on progress towards accomplishing that plan, including status of grant applications;
- C. Present a list of alternative funding scenarios from what has been presented to date for zero emission bus fueling infrastructure deployment. The alternative scenarios should take into consideration all flexible capital dollars, including from Measures R and M, Propositions A and C, grants and any other revenues. The alternative scenarios should separate funding and timeline considerations between zero emission fueling infrastructure and rolling stock, focusing strictly on infrastructure deployment, and should provide the board options for moving near term funding from other capital projects to ZEB infrastructure projects where near term changes will not affect project delivery timelines for existing projects. It should also include a report back on any relevant Public Private Partnership opportunities, such as "charging as a service", or unsolicited proposals Metro has received thus far that could support lowering costs to Metro for the transition;
- ~~D. Issue a Request for Information to minimize Metro's capital outlay related to zero emission bus procurements and infrastructure deployment;~~
- E. Develop a legislative and administrative advocacy strategy that supports increasing Metro's competitiveness in state and federal grant opportunities related to zero emission bus procurement and infrastructure deployment; and

(continued on next page)

(Item 31.1 continued from previous page)

- F. Present additional detail on the hydrogen bus procurement process including safety plans, sourcing strategies that protect public health, and justification for specific and narrow use cases where hydrogen buses are proposed to be deployed.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y	Y

34. SUBJECT: BUS OPERATOR RETROFIT BARRIERS 2024-0274

APPROVED AS AMENDED BY TWO-THIRDS VOTE OF THE BOARD:

- A. the Chief Executive Officer, or their designee, approval authority for procurements to support the emergency condition due to the sudden, unexpected increased severity of assaults on operators, in accordance with Los Angeles County Metropolitan Transportation Authority’s Acquisition Policy and Procedure Manual, Acquisition Procedures ACQ2, Chapter 11, Section 11.8 “Emergency Procurements”, Public Utilities Code 130234 and Public Contracting Code 20233, that cannot be met through normal procurement methods through December 31, 2024;
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements for the bus operator retrofit barriers.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

34.1. SUBJECT: IMPROVING SAFETY FOR METRO RIDERS & EMPLOYEES 2024-0300
MOTION

APPROVED AS AMENDED Motion by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis directing the Chief Executive Officer to report back to the board in 60 days on:

- A. A preliminary investigation into fare gate hardening at our heavy and light rail stations, including identification of resources required, opportunities, and challenges associated with such an effort;
- B. An update on implementation of latching faregates upon exit, including the proposed pilots of this technology at both North Hollywood and Union Stations;

(continued on next page)

(Item 34.1 – continued from previous page)

- C. An update on the proposed pilot interventions at Lake Ave, Hollywood/Highland, Downtown Santa Monica, and Norwalk stations, as highlighted in January’s file#: 2023-0539;
- D. Data collected on violent crimes committed over the past twelve months on the LA Metro system and any correlation found with an inability of the perpetrator to demonstrate a paid fare;
- E. Data on outcomes of arrests for crimes against persons on the LA Metro system over the past twelve months, and instances of reoffending on the system;
- F. Any current or recent legislative efforts to strengthen penalties for violent crimes against transit employees.

HAHN AMENDMENT: report back to include recommendations for ways we can keep weapons off our system, including lessons learned from peer transit agencies.

SOLIS AMENDMENT: report back to include how activating our stations, including adding kiosks and prioritize care first station design improvements, could improve safety and provide jobs to at-risk individuals.

KREKORIAN AMENDMENT:

- A. Report back to include recommendations to create holistic and reciprocal communication among Metro, local law enforcement agencies (beyond our contracted partners), the District Attorney's Office, Probation Department, and local court systems to create effective protocol concerning Be on the Lookout "BOLO" notices and Stay Away Orders; and
- B. Recommendations for upgrades to the CCTV system on bus and rail facilities to support artificial intelligence and biometric technology to identify those individuals who are known repeat violent offenders, repeat disruptors to operations or individuals banned from the system by court order.

BUTTS AMENDMENT: report back to include staff’s research on current applications of millimeter wave scanners combined with video cameras and artificial intelligence and facial recognition technology that can be installed on train platforms and trains/buses with a feed into command/dispatch centers.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Laura Filliger v. LACMTA, LASC Case No. 22STCV00161

APPROVED settlement in the amount of \$2,225,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	A	Y	Y	Y	A	A	Y	A

2. Graciela Gonzalez v. LACMTA, LASC Case No. BC705747

APPROVED settlement in the amount of \$275,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	A	Y	Y	Y	A	A	Y	A

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (Two cases)

NO REPORT.

C. Conference with Real Estate Negotiator - Government Code 54956.8

Property: APN 2840-004-010 and Portions of APN's 2840-004-816, 908, and 909

Agency Negotiator: Craig Justesen

Negotiating Party: William T. McGregor

Under Negotiations: Price and Terms

NO REPORT.

D. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).

Employee Organizations: ATU, AFSCME, TCU, and Teamsters

NO REPORT.

ADJOURNED AT 4:06 P.M. IN MEMORY OF MIRNA SOZA ARAUZ.

Prepared by: Jennifer Avelar

Sr. Administrative Analyst, Board Administration


 Collette Langston, Board Clerk



Board Report

File #: 2024-0165, File Type: Agreement

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2024

SUBJECT: COMMUTER OPTIONS AND REGULATORY COMPLIANCE SUPPORT - REGIONAL RIDESHARE SOFTWARE AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year Regional Rideshare Software Partnership Funding Agreement (Agreement) with the five bordering County Transportation Commissions for an estimated average annual budget of \$224,798 per year, or a total not to exceed five-year amount of \$1,123,986.

ISSUE

Metro's Commuter Options and Regulatory Compliance Support program is currently utilizing Regional Rideshare software to provide carpoolers and vanpools with a ride matching function. The software is shared and obtained through a cooperative regional rideshare agreement arranged by the five bordering County Transportation Commissions (CTC): Metro, Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC). The database associated with the software contains potential carpool and vanpool commuter profiles from all five counties and provides an inter-county ride matching function.

The current Agreement is a regional rideshare software partnership covenant between the CTC members, expiring on June 30, 2024. To maintain access to the software and assist Employee Transportation Coordinators (ETC) and commuters throughout LA County, staff is recommending the execution of the proposed five-county regional rideshare software partnership agreement. The function of the software will also provide support for the compliance service component to the South Coast Air Quality Management District's (AQMD) Rule 2202; city congestion reduction mandates; Transportation Management/Organizations (TMA/O) initiatives; and vehicle-miles traveled (VMT) reduction and tracking initiative.

BACKGROUND

The Metro Commuter Options and Regulatory Compliance Support team is a one-stop multifaceted Transportation Demand Management (TDM) resource for LA County employer ETCs, TMA/Os as well as individual commuters who are interested in reducing VMT, easing commute time and costs,

and improving air quality by decreasing single-occupancy vehicles (SOV). The TDM team also promotes Commuter Tax Benefits, flex/tiered work schedules, employer-based transit subsidies, Metro's vanpool subsidy program, and incentive/rewards programs, such as Metro Rideshare Rewards and Go Metro to Work Free for new hires.

This software and database management service is wide-ranging. It is a tool used to assist employers and their employees in developing transit ridership strategies, finding a carpool partner, joining and/or forming a vanpool, or planning bike and walk routes as alternate commute options. Access to the software also ensures that Metro has the capability of assisting LA-based ETCs to comply with South Coast AQMD's Rule 2202, which includes the required submittal of their annual Trip Reduction Plan (TRP) and Average Vehicle Ridership (AVR) statistics. The software also assists employers with VMT reduction requirements mandated by local/city congestion management ordinances.

Metro has partnered with the adjoining CTCs throughout the tenure of the regional rideshare program. The core aspect that brands Metro's partnership as seamless, comprehensive, and robust is our cooperative relationship in retaining and operating within the same ridesharing software platform, allowing for cross-regional ride matching, air quality compliance, and congestion management support services.

In 2002, RCTC launched a ride matching software pilot program, which was subsequently proposed to the CTCs as an idea to become a multiregional partnership. The benefits of this arrangement were realized, and the CTCs agreed to move forward. The CTCs' members from all five counties entered the first software partnership agreement in 2003, hosted by RCTC, and operated through June 2013. Starting in July 2013, the alliance converted to a tri-regional agreement between Metro, OCTA, and VCTC, which was hosted by Metro through June 2021. SBCTA and RCTC left the partnership and began operating under a different ride matching software platform during those eight years.

In 2020, SBCTA and RCTC reached out to Metro and asked to rejoin the multiregional relationship with Metro, OCTA, and VCTC under a mutually beneficial five-counties software agreement to begin in FY2022. The request was reviewed and subsequently approved by all five CTC members as it was seen as mutually beneficial for all CTCs, the air quality and congestion management agencies, ETCs, TMA/Os, and multiregional commuter ride matching efforts throughout all five counties.

The current software partnership agreement was under a three-year term and hosted by SBCTA from July 2021 through June 2024. Each CTC's shared cost was calculated according to the 2010 Census population data for each county. The host agency will maintain a contract with the software provider for the upcoming five years. It will cover all the expenses upfront to compensate for the software product and services. The partnering CTCs will then reimburse the host agency for their portion of expenses, which have been calculated according to the latest 2020 Census population data.

DISCUSSION

The CTCs referenced in this report consist of TDM industry-leading professionals focused on providing air quality regulatory compliance support and VMT reduction strategies to ETCs, TMA/Os, and commuters within each respective jurisdiction. TDM support includes assisting employers

mandated by local jurisdictions' traffic congestion reduction ordinances as well as individual commuters seeking rideshare options. Commuters often travel through their county basin and into adjacent regions. Therefore, working with a shared multiregional ridesharing software platform gives CTCs the ability to ensure our individual and collective successes.

The proposed upcoming Agreement will continue to be hosted by SBCTA under a five-year term, beginning July 2024 and through June 2029, and has a total budget of \$2,355,826 for all CTC combined. The total amount for five years of expenses for Metro is a not to exceed amount of \$1,123,986. The table below illustrates the breakdown of each year's cost estimates for the Agreement. Under this Agreement, Metro will see 25% to 30% price savings across the five-year agreement, compared to Metro procuring the software contract independently instead of under the partnership agreement. The table below illustrates the total cost of the contract and the Metro portion cost of the contract.

Regional Rideshare Software Budget (July 2024 to June 2029)		
Annual Cost Estimate	Total Value of the Agreement	Metro Portion
Year 1 Maintenance Costs	\$ 366,329.00	\$ 190,463.00
Year 1 Estimated Contingency	\$ 70,000.00	\$ 16,250.00
Year 1 Total Cost	\$ 436,329.00	\$ 206,713.00
Year 2 Maintenance Costs	\$ 382,902.00	\$ 199,063.00
Year 2 Estimated Contingency	\$ 70,000.00	\$ 16,250.00
Year 2 Total Cost	\$ 452,902.00	\$ 215,313.00
Year 3 Maintenance Costs	\$ 400,294.00	\$ 208,088.00
Year 3 Estimated Contingency	\$ 70,000.00	\$ 16,250.00
Year 3 Total Cost	\$ 470,294.00	\$ 224,338.00
Year 4 Maintenance Costs	\$ 418,561.00	\$ 217,565.00
Year 4 Estimated Contingency	\$ 70,000.00	\$ 16,250.00
Year 4 Total Cost	\$ 488,561.00	\$ 233,815.00
Year 5 Maintenance Costs	\$ 437,740.00	\$ 227,557.00
Year 5 Estimated Contingency	\$ 70,000.00	\$ 16,250.00
Year 5 Total Cost	\$ 507,740.00	\$ 243,807.00
Total Agreement Value (Not to Exceed)	\$ 2,355,826.00	\$ 1,123,986.00

One of the most effective components of this dynamic partnership is utilizing a congruent regional ride matching software platform. The shared ambition of the partnership also gives the CTC a bargaining advantage in securing regional ridesharing software at a financially reduced cost when purchased under one collective agreement. Operating from the same platform also allows for the merging of ridesharing database records for all CTCs, which enables carpool and vanpool matches to be formed more effectively for inter-county commuting. As a multiregional team, the CTCs have collectively secured tailor-made upgrades to the ridesharing software, which enhances the effectiveness of each CTC's TDM program. During FY23, Metro's Commuter Options and Regulatory Compliance Support department tracked and logged the reduction of over 26 million VMTs,

supported 35,526 registered carpoolers and 5,091 vanpoolers, and registered 543 ETCs for the Guaranteed Ride Home program, all administrated through the software system. We have distributed over 19,000 RideGuides (a proprietary designed TDM tool promoting various commuter options) and have access to over 439,000 commuter profiles for ride matching purposes.

Executing the requested regional ridesharing software agreement allows the CTCs to access over 17 primary software and database functions, as well as multiple secondary functions. Some of the top-tier functions include RidePro AVR collection, processing/reporting, South Coast AQMD VMT reduction reporting, personalized carpool and vanpool ride matching, mobile-friendly surveying, and the ability for ETCs and commuters to set up online profiles.

The California Department of Motor Vehicles estimates that there are more than 12 million licensed drivers in Southern California, and the Southern California Association of Governments reports that Southern California drivers average more than 21 miles driven each day, often alone. Opting for transit use, carpooling, and vanpooling can contribute to beneficial solutions to help mitigate the stress of commuting and further enhance VMT reduction. Our established relationship brands all CTCs as strong and effective in supporting the common goal of reducing VMT and improving air quality throughout the Southern California region. Employers and commuters will benefit from utilizing the ridesharing software when planning alternate modes and further creating carpools and vanpools to reduce SOV driving to their destinations.

DETERMINATION OF SAFETY IMPACT

Executing the software partnership agreement will not have any safety impacts.

FINANCIAL IMPACT

Year one of the Agreement expenses are budgeted through the FY25 proposed budget process under cost center 4320, Project 405547 Rideshare Services Task 01.10, Professional Services. The cost center manager and the Chief Planning Officer in charge of the Regional TDM cost center will be responsible for budgeting in future years. No additional budget appropriation is requested.

Impact to Budget

The source of funds for this action is Proposition C 25% Streets and Highway, which is not eligible to fund bus and rail operating and capital expenditures.

EQUITY PLATFORM

Metro's Commuter Options and Regulatory Compliance Support program provides essential services to employers and commuters throughout LA County, including commuters from Equity Focus Communities (EFC). The ridesharing software platform and partnership with neighboring CTCs enable Metro to provide sustainable transportation options more effectively across county lines and support employers and their commuters who may be subject to local congestion management reduction mandates. Our services are free of charge on all levels, which makes them accessible to all interested parties (employers/businesses, cities, and commuters).

Continuing use of the five-county software partnership with our regional CTCs helps to improve transportation equity by:

- Reducing VMTs and improving air quality will provide health benefits for all, especially for EFCs that are disproportionately impacted by poor air quality.
- Support small employers within or having employees living in EFC communities by providing various commute options and or benefits.

The overall function of the software is to collect data for employers regulated by South Coast AQMD's Rule 2202. One significant function is determining an employer's AVR, which requires tracking each employee's mode of commuting details to and from work. Due to a confidentiality agreement, Metro is limited as to the personal information that can be requested and, additionally, cannot share this data outside the department except with the employer. Although Metro does not ask for information such as sex, race, age, and income, Metro does require a general residential location, which includes their zip code. Given that zip codes can correspond with EFC locations, we will explore opportunities to work with employers who may have an interest in designing transit-related programs and promotional outreach that can benefit these communities. Additionally, Metro is currently working with Geographic Information Systems (GIS) to create heat and/or density maps that will indicate which employers and their corresponding employees are located in EFCs. The objective of this analysis is to provide opportunities to promote and request marketing materials specifically geared around all-encompassing alternative commute options for these communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Strategic Plan goals:

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

ALTERNATIVES CONSIDERED

The Board can choose not to approve this Agreement. However, this is not recommended as the regional rideshare software provides commuter assistance programs for LA County employers and employees, as well as supports the reduction of VMT across the five-county region. In addition, if the Agreement is not awarded, Metro can no longer provide critical South Coast AQMD Rule 2202 AVR and VMT reporting. It will also discontinue the carpooling and vanpool ride matching formation functions for all LA County residents. Additionally, the multiregional partnership between OCTA, RCTC, SBCTA, and VCTC would be negatively impacted.

NEXT STEPS

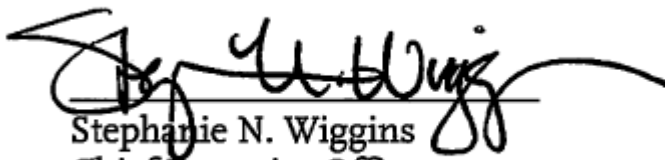
Upon approval by the Board, staff will execute a five-year Regional Rideshare Software Partnership Funding Agreement (Agreement) for the Commuter Options & Regulatory Compliance Support Program, which will reside under Regional TDM Programs and Policy.

ATTACHMENTS

Prepared by: Martin Buford, Senior Manager, Countywide Planning and Development, (213) 922-2601

Frank Ching, Deputy Executive Officer, Countywide Planning and Development, (213) 922-3033
Avital Barnea, Senior Executive Officer, Countywide Planning and Development,
(213) 547-4317

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 422-7359



Stephanie N. Wiggins
Chief Executive Officer

Commuter Options & Regulatory Compliance Support

Planning & Programming Committee
May 15, 2024
Legistar #2024-0165



Recommendation:

Action

- Authorize the Chief Executive Officer to execute a five-year **Regional Rideshare Software Partnership Funding Agreement (Agreement)** with the five bordering County Transportation Commissions (CTCs)
- Five-year not-to-exceed price structure
- \$1,123,986 (Average = \$224k per fiscal year)



Background

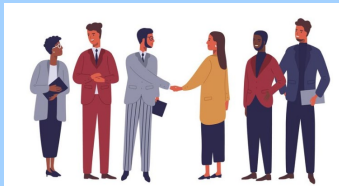
Access to the software ensures that Metro can assist LA-based Employee Transportation Coordinators (ETCs) in complying with South Coast AQMD's Rule 2202, which includes the required submittal of their annual Trip Reduction Plan, Average Vehicle Ridership (AVR), and Vehicle Miles Traveled (VMT) statistics.

Program services are wide-ranging and are used to assist employers, employees, and general commuters in developing transit ridership strategies, finding a carpool partner, joining or forming a vanpool, and planning bike and walk routes as alternate commute options.



Software Partnership Benefits:

- SCAG reports that Southern California drivers average more than 21 miles driven each day, often alone.
- Transit use, carpooling, and vanpooling can be beneficial solutions for mitigating the cost and stress of drive-alone commuting.
- Our established relationship brands all CTCs as strong and effective in supporting the common goal of reducing traffic and improving air quality throughout the Southern California region.
- Employers benefit from utilizing regulatory compliance and ridesharing software when responding to air quality mandates by promoting and implementing alternate modes of travel for their employees.
- Over 20 years of a working partnership between Metro and the transportation authorities in Orange County, San Bernardino County, Riverside County, and Ventura County.
- Partnership provides a 25% to 30% cost savings.



Software & Database Program Services:

Access to 17 primary and multiple secondary program functions. Several of the top-tier utilities are:

- AVR survey, collection and reporting.
- VMT tracking, calculations, and reporting.
- Employer and South Coast AQMD Annual Employee Commute Reduction Program plan submittals.
- Personalized cross-regional carpool and vanpool matching database consisting of over 400,000 commuters.
- Multiregional Park & Ride updates and platform.
- Customized RideGuides.
- Mobile-friendly option.
- ETC and commuter online profile capability.



Equity:

Continuing use of the five-county software partnership with our regional CTCs helps to improve transportation equity across all regions by:

- Reducing VMTs and improving air quality, providing health benefits for all, especially for Equity Focused Communities (EFC) that are disproportionately impacted by poor air quality.
- Supporting small employers within or having employees living in EFC communities by providing various commute options and benefits.
- Program services are available to all employers and commuters at no cost.
- Resources are offered in both English and Spanish.

Next Steps

Upon approval by the Board, staff will execute a five-year **Regional Rideshare Software Partnership Funding Agreement (Agreement)** for the Commuter Options & Regulatory Compliance Support Program, which will reside under Regional Transportation Demand Management Programs and Policy.





Board Report

File #: 2024-0252, File Type: Project

Agenda Number: 6.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2024**

SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company (Developer) for the North Hollywood Joint Development Project for an additional six (6) months.

ISSUE

Since 2016, staff and the Developer have collaborated under a Board-authorized Exclusive Negotiation Agreement and Planning Document (ENA) to conduct community outreach, refine the Development design, negotiate key terms and conditions for a Joint Development and Option Agreement (JDOA) in the form of a Ground Lease, and review CEQA studies associated with the Development. The current ENA expires June 12, 2024. Staff recommends the extension of the existing ENA to facilitate completion of the final terms of the JDOA.

BACKGROUND

The North Hollywood Station (Station) is the third busiest station in the Metro system and includes the termini of the Metro B Line and G Line, two bus layover facilities, and a Metro park-and-ride lot. Metro owns approximately 16 acres of land surrounding the Station (Site).

In 2015, Metro conducted an extensive community outreach process, which revealed the desire for intensified urban uses, community open space, and public art-all of which were summarized into Development Guidelines and adopted by the Board in December 2015. Those Development Guidelines were the basis of a competitive solicitation for the joint development of the Site. Through that competitive solicitation, Trammell Crow Company and Greenland USA were together selected as the joint development partners for the Site and entered into a Short-Term ENA with Metro in 2016. As milestones and requirements of the Short-Term ENA were met, the Board authorized execution of the full ENA in 2017 (as amended and extended in May 2019, December 2019, and June 2021). At the time of the initial execution of the full ENA, Greenland USA exited the partnership, leaving Trammell Crow Company as the sole party in the development entity. Over the ENA period, the

Developer and Metro have worked closely and diligently to advance the Development, shown in Attachment A - Site Plan and Rendering, through scoping, design, entitlements, CEQA clearance, and financial and transaction negotiations.

Throughout the ENA term, the Developer has led ongoing outreach with the community through public meetings at Groundwork Coffee Co. (located at the Site and other nearby locations), one-on-one meetings with key stakeholders and business owners, and presentations for nearly 24 community organizations. In total, the team has presented the Development at nearly 100 individual meetings.

A summary of community engagement efforts is provided in Attachment B - Outreach Summary.

DISCUSSION

The District NoHo Development would be the largest joint development in Metro's history, including more affordable homes than any other joint development, more total units than any other joint development, and would provide nearly 15% of the homes in Metro's 10,000 home goal. While two other major efforts were attempted for joint development on the Site in 2001 and 2007, the current Development is the only effort to have been environmentally cleared and entitled. Once completed, the Development would integrate housing, office, and retail with a multi-modal transit hub to create a model transit-oriented community (TOC) for the southern California region.

The Development has been entitled by the City of Los Angeles through a Specific Plan Ordinance, Signage Ordinance, Development Agreement, and Environmental Impact Report (EIR) all of which were adopted in late 2023 and early 2024. The Development includes a mix of high-rise and low-rise buildings, public open space, and a multi-modal shared street connecting the new blocks to a Metro Bike Hub and the B Line portal on the east side of Lankershim Boulevard.

The Development includes:

- Two (2) acres of publicly accessible open space
- 1,222 to 1,527 housing units
 - At least 311 of which would be affordable to residents earning 60% of Area Median Income (AMI) or less, and
 - At least 55 of which would be affordable to residents earning 120% of AMI or less;
 - With an average parking ratio of .91 parking spaces per bedroom.
- 40,000 to 105,125 square feet of retail space
- Up to 580,374 square feet of office space
- 1,093 bike parking spaces
- Digital and static signage

The original RFP response included only 750 total units-of which 262 units were income-restricted-and fewer public benefits. Through the early negotiations, Staff pushed the Developer to deliver more housing and benefits in alignment with the underlying redevelopment plan for the area and the

community's priorities, recorded in the 2015 Development Guidelines, calling for a vibrant, transit-oriented community with a public gathering space and an intensity of uses.

In response to some community concerns about the amount and integration of affordable housing within the Development, staff worked with the Developer to evaluate this concern, and the Developer integrated 55 additional income-restricted units-for a total of 366 income-restricted units across the Development-into the market-rate buildings. In addition, 100% affordable housing buildings will be provided with shared access to amenities in mixed-income buildings.

The Development has been designed to a 50% Schematic Design level and has been reviewed by Metro Operations including Bus, Rail and Facilities Maintenance; Systemwide Design; Art Asset Management & Cultural Programming; Signage & Environ Graphic Design; Office of Civil Rights; Program Management including Engineering and Construction Management; and System Security and Law Enforcement to ensure the ability to maintain, operate and enhance the Station for current and future patrons. Future refinements to the design would continue to be vetted by impacted departments.

Development Agreement

The City Development Agreement required as part of the entitlements provides for public investments and benefits, which include a new public community open space, opportunities for small businesses, and a substantial arts program. These amenities, enumerated below, are made possible by revenue generated from the development:

- "First look" leasing for local retailers and eateries
- Two-way Class IV Bicycle Facility
- Professionally maintained and programmed community open space
- Historic plaques commemorating the history of North Hollywood
- 278 new trees
- Shared access to open space amenities among mixed-income and affordable buildings

Legal Agreements

The legal agreements between Metro and the Developer would include a Joint Development and Option Agreement and a Form of Ground Lease which would contain the requirements and obligations for the Developer to construct, operate and maintain the private development and preserve Metro's ability to efficiently operate and maintain the transit system and facilities well into the future.

The final provisions of these documents are being negotiated between staff and Developer and would be recommended to the Board for consideration within the next six months.

Special Transfer Tax Provisions

In November 2022, Los Angeles residents approved the United to House LA ballot measure (Measure ULA). Measure ULA created the ULA Tax, imposing a real property transfer tax of 4% on properties conveyed over \$5 million and 5.5% on properties conveyed at \$10 million. The ULA Tax is imposed on top of the City and County's existing tax of 0.56% and went into effect on April 1, 2023. The increased transfer tax applies to the value of transactions at the time of sale, including long-term Ground Leases. With the onset of the ULA Tax, the property transfer tax increased from 0.56% to

6.06%. Each Development block would transfer to a permanent owner/operator once fully constructed, leased and income stabilized, and that transfer would be subject to the new transfer tax, which would impose approximately \$110 million in new and unexpected taxes for the Development.

DETERMINATION OF SAFETY IMPACT

The extension of the ENA document would have no impact on safety.

FINANCIAL IMPACT

Funding for Joint Development activities are included in the FY24 Budget under Project 401011-North Hollywood JD, Cost Center 2210 and Metro staff, legal and consultant costs (excluding JD staff and in-house counsel time, which are covered by the program budgets) would be recovered from the Developer. Extension of the ENA would not impact the Fiscal Year 2024 Budget.

..Equity_Platform

EQUITY PLATFORM

Feedback from extensive community engagement with affordable housing developers and Community Based Organizations was captured in the Development Guidelines and Request for Proposals for the Development. Community members emphasized the importance of including subsidized housing units, retail space for local businesses, and accessible walkways and bikeways, which informed the design and program for the Development. Additional outreach was conducted by the Developer throughout the approvals period via eblasts, in-person and online community meetings and open houses in English and Spanish, stakeholder meetings with small businesses and community organizations and in-person outreach to transit riders at the Station in English and Spanish. Public input has been incorporated to further shape and refine the Development, by including a robust public art program, significant open space, and additional income-restricted units.

The community surrounding the Site, as well as B and G Line riders, are disproportionately made up of low-income individuals and people of color. According to the American Community Survey's 2022 5-year estimate data, within a half-mile walking distance of the Station, the average median household income is approximately \$59,000 (approximately 71% of the Median Household Income for Los Angeles County). Community members expressed a need for affordable homes and pedestrian-and cyclist-friendly amenities during outreach events and feedback sessions. The Development's 366 income-restricted homes and public open space aim to address some of these priorities.

The Development-which is located in a high-resource area-would include affordable housing units intended to benefit people with low incomes. The Development is in one of the California Tax Credit Allocation Committee's High Resource areas, providing access to jobs, schools, and amenities in the North Hollywood community.

The Development, which would be constructed under a Project Labor Agreement. would create over 15,000 one-time construction jobs and nearly 5,000 recurring jobs, as well as nearly \$2 billion in one-time economic impact and over \$1 billion in stabilized economic impact, according to a study by RCLCO. The Development would also generate nearly \$300 million in tax revenues for the City and

County over its first 30 years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan Goal 3 (Enhance communities and lives through mobility and access to opportunity), by bringing high-quality housing options to the doorstep of the Metro network and addressing the need for housing in the region.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the ENA extension which would cause the ENA to expire. Allowing the ENA to expire would also result in Metro having to restart the competitive solicitation process for the Site and cause an extended delay in the delivery of benefits to the area surrounding the Site and community at large in North Hollywood. Given the project benefits and the extensive time and resources invested to-date, this alternative is not recommended.

NEXT STEPS

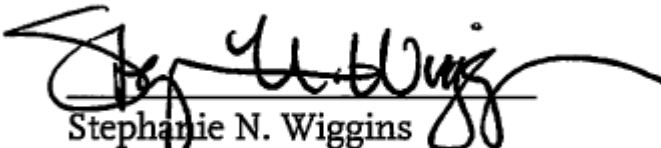
Upon approval of the recommended action, an amendment extending the term of the ENA for six months would be executed, and Joint Development staff and the Developer would continue negotiations. If negotiations conclude successfully, staff would bring a recommendation for the Metro Board to approve the execution of a Joint Development and Option Agreement, associated Ground Leases and adopt relevant CEQA findings with respect to such action within the next six months.

ATTACHMENTS

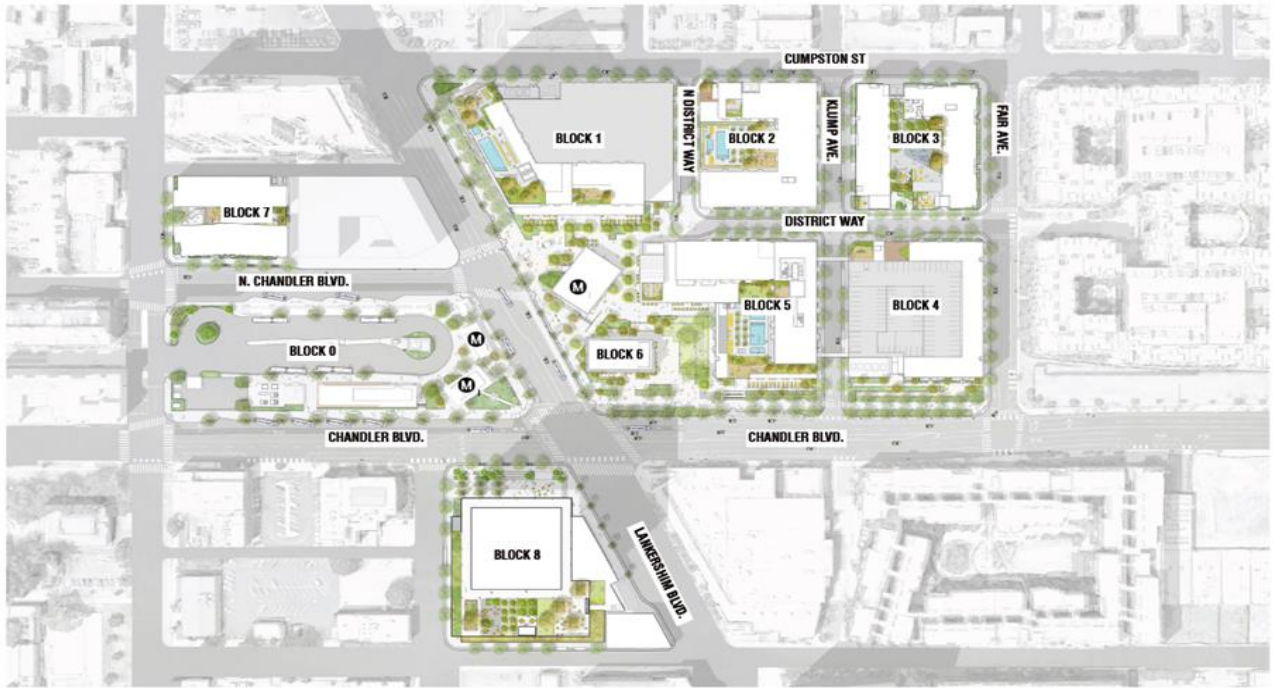
Attachment A - Site Plan and Rendering
Attachment B - Outreach Summary

Prepared by: Marie Sullivan, Senior Manager, Transit Oriented Communities, (213) 922-5667
Wells Lawson, Deputy Executive Officer, Transit Oriented Communities, (213) 547-4204
Nicholas Saponara, Executive Officer, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, Senior Executive Officer, Countywide Planning & Development, (213) 547-4325

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920


Stephanie N. Wiggins
Chief Executive Officer

SITE PLAN AND RENDERING



Attachment B – Outreach Summary

Since the project's inception in 2015, Metro staff, TCC, and various partners have hosted over 100 community meetings, focus groups, briefings, workshops, open houses, pop-ups, and community breakfasts with local stakeholders and residents. Metro and the developer have provided regular updates to—and solicited input from—the North Hollywood Neighborhood Council, local business and commercial owners, community organizations, transit riders and park and ride users, and public agencies (see full list of organizational stakeholders below). Community participants have similarly shared feedback on the project scope and development guidelines since 2015. Outreach events were publicized through multiple communications channels, including Metro's Joint Development stakeholder list, TCC's stakeholder lists, the NoHo Arts District's regular eblasts, NextDoor, City Council President Paul Krekorian's weekly newsletters, and distributing 10,000 within a ¾ mile radius of the Station.

Local stakeholders shared support for dense mixed-use development and a consolidated transit center from the onset. In meetings and survey responses, residents expressed interest in securing retail spaces for local businesses, accessible parking, and open space with landscaping. Some residents expressed concerns about the development's impact on potential displacement, advocating for the inclusion of deeply subsidized units for low-income families, seniors, and artists. Residents also supported a number of transit improvements including bike and pedestrian infrastructure, passenger amenities, and security features. Key community meetings and feedback are detailed below.

- **September 2015:** Community Organizations and Public Agencies Focus Group, Community Residents Focus Group, and Business and Commercial Property Owners Focus Group (30 attendees total), North Hollywood Amelia Earhart Regional Library
 - Metro solicited input on guidelines for development—including affordable housing development—around the North Hollywood station. Focus group attendees expressed interest in maintaining local businesses and including residential buildings with large family units and community open space. Attendees were excited about the prospect of mixed-use spaces with both rental and homeownership opportunities, transit improvements, and community amenities.
- **September 2015:** Community Workshop (30 attendees), North Hollywood Amelia Earhart Regional Library
 - Metro hosted a working session to co-develop guidelines for development with community members. Community workshop attendees shared a desire to see deeply subsidized units for low-income families, seniors, and artists. Attendees approved of dense but human-scaled development around the North Hollywood station with good circulation and accessibility.

- **October 2015:** Development Guidelines Open House (40 attendees), El Portal Theatre
 - Metro hosted an open house to solicit further input on development guidelines. Open house attendees discussed parking needs, safety concerns, and suggested transit improvements such as bus shelters and bike paths. Attendees continued to express interest in open spaces with landscaping.
- **April 2017:** North Hollywood Open House (90 attendees), Groundwork Coffee
 - Metro and the developer hosted an open house to inform and refresh community members on development objectives identified in the 2015 outreach process, the development scope, and future engagement efforts. Open house attendees expressed interest in hosting small businesses and local retail in the area. Attendees responded positively to plans for affordable housing and a pedestrian tunnel and walkways around the site.
- **June 2019:** Community Breakfasts (30 attendees total), Groundwork Coffee
 - The developer shared development priorities and the new project website. Community breakfast attendees expressed interest in dense development around the Metro station with more retail and parking options. Attendees continued to respond positively to the discussion of transit improvements and proposed open space.
- **December 2019:** North Hollywood Open House (35 attendees), Federal Bar
 - The developer held an open house for local stakeholders to ask questions and provide input on housing, office, and retail development around the North Hollywood Station. Attendees asked questions about the timing and phasing of the project and emphasized the importance of incorporating arts and art-related uses into the project.
- **July 2020:** Virtual EIR Scoping Meetings (60 attendees total)
 - The developer held an EIR status update for English- and Spanish-speaking members of the community. Participants posed questions about the proposed project's impact on the neighborhood and shared feedback on mitigation measures. Participants were interested in learning more about the design of the buildings and unit mix, and seeing transit continue during construction.
- **February 2024:** Affordable Housing and Sustainable Communities Grant Outreach Event (30 attendees), Groundwork Coffee
 - The selected affordable housing developer, the master developer, LADOT, and Metro partnered with the community-based organization, Pacoima Beautiful, to conduct outreach on transit improvements around the site. Attendees responded to proposals and completed surveys, highlighting the need for more frequent cleaning and maintenance, security, and digital signage. Some respondents expressed concerns about the displacement of lower-income households from the area.

The North Hollywood project's design aims to reflect community feedback. The project will include approximately 336 income-restricted units, the first phase of which must be delivered before the developer can construct any market rate housing. Further, the project site must maintain 20% of its units as affordable throughout construction. New bikeways and a pedestrian shared street will provide improved access to the site's 60,000 square feet of retail space and over 2 acres of open space. Metro and the developer will continue to solicit input to address community needs and further integrate the project into the surrounding neighborhood.

Organizational Stakeholders

Businesses and Commercial/Property Owners

AFL
Critical Care UCNH
District Pub
El Portal Theatre
Greater San Fernando Valley Chamber of Commerce
Groundwork Coffee, Co.
High Point Strategies
Joe Coffee, Co.
Laemmle Theaters
North Hollywood Business Improvement District
NoHo Communications Group, Inc.
Television Academy
The Federal Bar
The Valley Economic Alliance
United Chambers of Commerce
Universal City – North Hollywood Chamber of Commerce
Valley Industry and Commerce Association (VICA)
Vicious Dogs

Community Groups

Bicycle Advisory
Cesar Chavez Foundation
East Valley YMCA
FILL THE WELL poetic
Golden State Gateway Coalition
LA Vibrantly
Los Angeles County Bike Coalition
The Village Family Services
West Hollywood Community Housing Corporation

Residents

North Hollywood Homeowners Association
Valley Village Residents Association

Schools

Amelia Earhart Continuation High School East Valley High School
Lankershim Elementary
Maurice Sendak Elementary School New Horizons Charter Academy
North Hollywood High School
Oakwood School
St. Paul's First Lutheran School
Wesley School

Elected Offices

Office of Los Angeles County Supervisor, District 2
Office of Los Angeles County Supervisor, District 3
Office of Los Angeles City Council Member, District 2
Office of California State Senator, District 26
Office of California State Assembly Member, District 39
Office of California State Assembly Member, District 46
Offices of US Senators, California
Office of US Congressional Representative, 29th District

Faith-Based Organizations

Christ Chapel of the Valley
First United Methodist Church
St. David's Church
St. Paul's Church

Private and Non-Profit Firms

Allen Matkins
Estolano Advisors (formerly ELP Advisors)
Gensler
LA Commercial
Lee & Associates
Line 204
Maya Cinemas
Mercy Housing California
MGA North LLC
Miyamoto International Inc.
Ratkovich Company
Selbert Perkins Design
The Robert Group
ThirdWest Holdings, Inc.
Thomas Safran and Associates
Urban Field Studio
WSP USA (formerly Parsons Brinckerhoff)

Public Agencies/Government

Hollywood Burbank Airport

California Department of Transportation (Caltrans)

City of Burbank

City of Los Angeles

City of Simi Valley

San Fernando Valley Council of Governments (SFVCOG) Encino
Neighborhood Council

Los Angeles Department of City Planning

Los Angeles Police Department (LAPD)

Los Angeles Unified School District (LAUSD) - District 3 Los

Angeles Unified School District (LAUSD) - District 6 North

Hollywood Amelia Earhart Regional Library

North Hollywood Recreation Center

Midtown North Hollywood Neighborhood Council

Studio City Neighborhood Council



We're supporting thriving communities.

North Hollywood Joint Development & Transit Center

Planning & Programming Committee, May 2024



Background and ENA Progress to Date

2015: Community Outreach, RFQ/RFP

2016: Developer Selected

2017: Current ENA executed

2022: Metro staff approves Development Design

Fall 2022: Developer adds 55 additional income-restricted units in response to community input

Summer 2023: City of LA adopts Project EIR

Spring 2024: City of LA adopts Specific Plan, Development Agreement and Signage District



Development Program



1,250 – 1,527
Total Apartment
Homes

366
Income Restricted
Apartment Homes

Up to
580,374
SF Office

40,000 – 105,125
SF Restaurant/Retail

**New Metro
Portal Canopy**

2 Acres
Open Space

Recommended Action and Next Steps

RECOMMENDED ACTION

- A. AUTHORIZE the CEO or designee to extend the existing Exclusive Negotiation Agreement and Planning Document with Developer for six months

NEXT STEPS

- > Continued negotiations of Joint Development and Option Agreement and form of Ground Lease
- > If agreement consensus is reached with Developer, return to Board with terms of agreements for consideration





Board Report

File #: 2024-0021, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2024

SUBJECT: REGIONAL RAIL ON-CALL SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to EXECUTE:

- A. Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 to exercise the first one-year option term in the amount of \$2 million increasing the not-to-exceed (NTE) cumulative contract amount from \$11 million to \$13 million and extending the period of performance from August 14, 2024, to August 13, 2025;

- B. Modification No. 2 to the Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option term in the amount of \$2 million increasing the NTE cumulative contract amount from \$10 million to \$12 million and extending the period of performance from August 14, 2024, to August 13, 2025; and

- C. Individual task orders for Engineering and Design On-Call services in the cumulative NTE amount of \$13 million and for Project Management On-Call services in the cumulative NTE amount of \$12 million.

ISSUE

Metro's Regional Rail unit under program management is leading Engineering and Design and Project Management service contracts set to expire on August 13, 2024. Approval of the one-year option extension would allow the department to continue to issue new task orders to assist staff efforts to promote and advance Regional Rail projects under Program Management within Los Angeles County.

BACKGROUND

The Regional Rail department under Program Management is responsible for providing technical support or leading the design and construction of regional rail projects that directly benefit external agencies, such as Southern California Regional Rail Authority (also known as Metrolink), Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN), California High-Speed Rail Authority, Brightline West, BNSF Railway, and Union Pacific Railroad on Metro owned railroad right-of-way. The Regional Rail department serves as the building block for the commuter, intercity, freight, and future high-speed rail service expansion within Los Angeles County, using task orders to support the diverse scope of services for each on-call program.

It has been five years since the Metro board approved staff recommendations to award on-call contracts under the Regional Rail Engineering and Design services and Project Management services. Compared to bench contracts, where task orders are competitively procured, the on-call program has proven to be a more effective tool to accelerate the time to issue task orders. With a bench program, the task order request is issued to the pre-selected bench consultants' proposals, which are evaluated and may include interviews. A selection is made, the level of effort is reviewed and negotiated as necessary, and a consultant is selected for the task order. This bench process can take up to four months to issue a task order. Under the on-call program, the task order scope of work is issued to the pre-selected consultant on a rotation basis, the consultant submits the level of effort to be reviewed and negotiated at the established contract rates, and a consultant is selected for the task order. The on-call process can be completed within six weeks to issue each task order.

DISCUSSION

Over the last five years, Metro has generated six task orders totaling \$8.14 million under the Engineering and Design services and three task orders totaling \$735,312 under the Project Management services. The collective task orders have provided support for the High Desert Corridor, Rosecrans/Marquardt Grade Separation, Chatsworth Station ADA Improvements, Ramona Boulevard Grade Separation, Doran Street Grade Separation ATP, Los Angeles County/ USC Medical Center Infill Station, and the Brighton Double Track projects. To date, these two on-calls have doubled the contract value of the previous Regional Rail bench program over the same period. The increase in consultant support has resulted from the evolution of the Regional Rail program for LA Metro since its inception in 2009. The Regional Rail program is currently leading ten capital projects in various phases of work. Under the program management department, Regional Rail also provides oversight engineering support for seven capital projects led by Metrolink. In addition, the department is providing technical oversight to the Planning department for commuter rail, network integration related to, intercity, freight, and future high-speed rail service expansion projects within and through Los Angeles County. The executed Regional Rail task orders have advanced capital projects and technical issues supported by the Metro board and the CEO's office.

Impacts from COVID-19

On the CEO's request to suspend all non-critical work during the start of the pandemic, funding was not available for on-call task orders for two of the five years of the program's base year contract. As soon as funding became available for task orders, the Regional Rail department started to generate task orders to support the program. When considering the total contract value generated to date for the program, if funding had been available sooner, the engineering and design on-call would have hit the program ceiling limit before the expiration date of the five-year base contract. The Regional Rail

department would likely be required to take board action sooner to request additional funding or terminate the program early and restart a new solicitation for on-call services.

Engineering and Design On-Call Services

Of the five prime consultants that were awarded contracts, six task orders have been awarded. Each prime consultant team has been awarded at least one task order. Future task orders will be assigned to the remaining prime consultant teams.

Each prime consultant made at least an overall 25% SBE and 3% DVBE commitment on this contract. Based on all awarded task orders to date across all prime consultants, the overall participation is 20.53% SBE and 3.54% DVBE using expenditures to-date. Staff will continue to work with each prime consultant team to meet or exceed the overall SBE/DVBE commitments by the completion of the program.

Project Management On-Call Services

Of the four prime consultants selected for the Project Management on-call services, three task orders have been awarded. The Regional Rail unit was anticipating using this on-call to support value engineering, engineering support during construction, and construction support services for active capital projects. With limited available construction funding, the design phase work was extended due to delays addressing design standard/guideline changes from the approving agencies or value engineering design-related changes. The Regional Rail unit has addressed these design changes for all capital projects under program management and is advancing three capital projects to a shovel-ready level by FY25. Future task orders will be assigned to the remaining prime consultant teams.

Each prime consultant made at least an overall 23% SBE and 3% DVBE commitment on this contract. Based on awarded task orders to date across all prime consultants, the overall participation is 17.27% SBE and 0.00% DVBE using expenditures to-date. Staff will continue to work with each prime consultant team to meet or exceed the SBE/DVBE commitments by the completion of the program.

DETERMINATION OF SAFETY IMPACT

This board action will have no impact on safety standards for Metro or external stakeholders the Regional Rail department is supporting.

FINANCIAL IMPACT

The extension of the Regional Rail on-call contracts will have no impact on the existing FY24 budget. Funding for FY24 task orders is within the currently approved Regional Rail unit under program management's budget for cost center 2415. Each new task order in FY25 and FY26 will have an approved funding source before each task order is initiated. Funding for FY25 is assumed in the Proposed Budget. The Chief Program Management Officer will be responsible for budgeting costs in FY26.

Impact to Budget

The funding for each task order will vary based on the specific scope of work or the existing Regional Rail capital project the work will support. The current task order for the Regional Rail on-call uses California High-Speed Rail propositional 1A, California State Transit Intercity Rail program, Senate Bill 1 Active Transportation program, State Transportation Improvement Program, Section 190 program, Measure M, Measure R 20%, Measure R 3%, and other funds. These funds are not eligible to be used for Metro operations or capital expenses.

EQUITY PLATFORM

Metro Regional Rail is responsible for planning, designing, collaborating, reviewing, and/or constructing projects to promote, modify, or enhance the Regional Rail network for Los Angeles County along the Metro-owned right-of-way for the benefit of the external operators and the public. The on-call contracts are providing connections, double tracking, and grade separations for residents, workers, students, and families with improved regional public transportation solutions to access jobs, health care, education, and other economic opportunities across the Greater Los Angeles region.

The improvements supported by these on-call contracts help reduce environmental and health disparities within Los Angeles County by removing tens of thousands of metric tons of CO₂ greenhouse gases annually by removing vehicular trips off freeways. Furthermore, the current on-call service contracts are supporting small and disabled veteran businesses. The Engineering and Design on-call services contracts have an SBE/DVBE commitment of 25% and 3%. Based on contract commitments the Engineering and Design on-call services are expected to exceed the initial SBE and DVBE goals established. In the Project Management on-call service contracts have an SBE/DVBE commitment of 23% and 3%. As these contracts just started, the contract commitments for the Project Management on-call services contracts are also expected to exceed the initial SBE and DVBE goals established.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with external rail operators to improve service reliability and mobility, provide better network integration and transit connectivity through and within Los Angeles County. The on-call contracts serve to implement the following strategic plan goals:

- Goal 1.1: Expand the transportation network and increase mobility for all uses;
- 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;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Strategic Plan; and
- Goal 5.1: Leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the existing on-service contracts are set to expire by August 2024 and would not allow enough time for staff to issue new on-call solicitations and awards to support the Regional Rail department. Without approval, the Regional Rail department will not be able to issue on-call task orders for six months. The Regional Rail department under program management does not have enough technical staff to complete these additional services in-house during that period. The re-organization of the Regional Rail program resulted in a reduction of project development staff due to reassignments and reporting structures. The use of professional consulting complements the new Regional Rail program and allows for expedited project development. The additional task orders will assist active Regional Rail projects such as Doran Street Grade Separation, Rosecrans/ Marquardt Grade Separation, High Desert Multimodal Corridor, Chatsworth Station ADA Improvements, and the Brighton to Roxford Double Track project through design and construction.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 and Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option extending the period of performance through August 13, 2025. Staff will continue working with the consultants for in-progress work and upcoming task orders to be assigned on a rotating basis. Staff will also work with DEOD to uphold the SBE and DVBE goal requirements of each program. Staff will then report back in twelve months to either request the last one-year extension or begin the procurement to award new contracts for Regional Rail on-call services.

ATTACHMENTS

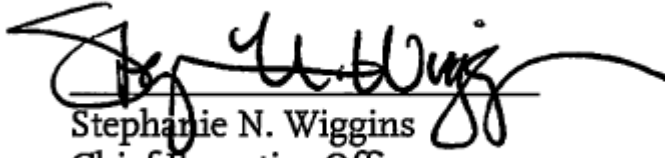
Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Contract Modification/Change Order Log
Attachment B-2 - Contract Modification/Change Order Log
Attachment C-1 - DEOD Summary
Attachment C-2 - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

REGIONAL RAIL ENGINEERING AND DESIGN ON-CALL SERVICES / AE56750000
THROUGH AE56750004

1.	Contract Number: AE56750000 through AE56750004		
2.	Contractors: AECOM Technical Services Inc., HDR Engineering Inc., Mott MacDonald LLC, Pacific Railway Enterprises Inc., and RailPros, Inc.		
3.	Mod. Work Description: Exercise first one-year option.		
4.	Contract Work Description Provide engineering and design on-call advisory services.		
5.	The following data is current as of: 4/4/24		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/19	Contract Award Amount:
			Not-to-Exceed (NTE) \$11,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:
			\$0
	Original Complete Date:	8/13/24	Pending Modifications (including this action):
			\$2,000,000
	Current Est. Complete Date:	8/13/24	Current Contract Value (with this action):
			NTE \$13,000,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Brian Balderrama		Telephone Numbers: (213) 418-3177

A. Procurement Background

This Board Action is to approve Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 to exercise the first one-year option extending the period of performance from August 14, 2024 to August 12, 2025. This Contract Modification will increase the NTE cumulative contract amount by \$2,000,000 from \$11,000,000 to \$13,000,000.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On May 23, 2019, the Board approved the award of five task order based on-call Contract Nos. AE56750000 through AE56750004 for Regional Rail Engineering and Design On-Call Services in the cumulative NTE amount of \$11,000,000.

One modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

PROCUREMENT SUMMARY

REGIONAL RAIL PROJECT MANAGEMENT ON-CALL SERVICES / AE5664300001,
AE5664300102, AE5664300202 AND AE5664300302

1.	Contract Number: AE5664300001, AE5664300102, AE5664300202, and AE5664300302		
2.	Contractors: AECOM Technical Services Inc., Arcadis US Inc. (Arcadis/RailPros), Stantec Consulting Inc. and WSP USA Inc.		
3.	Mod. Work Description: Exercise first one-year option		
4.	Contract Work Description Provide project management on-call services.		
5.	The following data is current as of: 4/4/24		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/19	Contract Award Amount:
			Not-to-Exceed (NTE) \$10,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:
			\$0
	Original Complete Date:	8/13/24	Pending Modifications (including this action):
			\$2,000,000
	Current Est. Complete Date:	8/13/24	Current Contract Value (with this action):
			NTE \$12,000,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Brian Balderrama		Telephone Numbers: (213) 418-3177

A. Procurement Background

This Board Action is to approve Modification No. 2 to the Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option extending the period of performance from August 14, 2024 through August 13, 2025. This Contract Modification will increase the NTE cumulative contract amount by \$2,000,000 from \$10,000,000 to \$12,000,000.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On May 23, 2019, the Board approved the award of four task order based on-call Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 for Regional Rail Project Management On-Call Services in the cumulative NTE amount of \$10,000,000.

One modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG
REGIONAL RAIL ENGINEERING AND DESIGN ON-CALL SERVICES / AE56750000
THROUGH AE56750004

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	SP-19 Ordering (Indefinite Delivery/Quantity Contracts) deleted and added Exhibit I - Supplemental Ordering Process.	Approved	11/7/19	\$0
2	Exercise first one-year option extending period of performance through 8/13/25.	Pending	Pending	\$2,000,000
	Modification Total:			\$2,000,000
	Original Contract:		5/23/19	NTE \$11,000,000
	Total:			NTE \$13,000,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

**REGIONAL RAIL PROJECT MANAGEMENT ON-CALL SERVICES / AE5664300001,
AE5664300102, AE5664300202 AND AE5664300302**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	SP-19 Ordering (Indefinite Delivery/Quantity Contracts) deleted and added Exhibit I - Supplemental Ordering Process.	Approved	11/7/19	\$0
2	Exercise first one-year option extending period of performance through 8/13/25.	Pending	Pending	\$2,000,000
	Modification Total:			\$2,000,000
	Original Contract:		5/23/19	NTE \$10,000,000
	Total:			NTE \$12,000,000

DEOD SUMMARY

REGIONAL RAIL ENGINEERING AND DESIGN ON-CALL SERVICES / AE56750000
THROUGH AE56750004**A. Small Business Participation**

To date six (6) Task Orders (TO) have been awarded to five (5) primes on the Engineering and Design On-Call Services task order contracts. Overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. The current overall SBE and DVBE participation collectively, across all prime consultants is 20.53% SBE and 3.54% DVBE.

1. AECOM Technical Services – 1 Task Order Awarded

Overall Small Business Commitment	25% SBE 3% DVBE	Overall Small Business Participation*	0.00% SBE 0.00% DVBE
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*Task Order recently awarded; no payment information reported to-date

2. HDR Engineering – 1 Task Order Awarded

Overall Small Business Commitment	25% SBE 3% DVBE	Overall Small Business Participation	18.64% SBE 3.47% DVBE
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3. Mott McDonald – 2 Task Orders Awarded

Overall Small Business Commitment	25% SBE 3% DVBE	Overall Small Business Participation	20.98% SBE 3.87% DVBE
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4. Pacific Railway Enterprises, Inc. – 1 Task Order Awarded

Overall Small Business Commitment	50% SBE 3% DVBE	Overall Small Business Participation*	0.00% SBE 0.00% DVBE
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*Task Order recently awarded; no payment information reported to-date

5. RailPros Inc. – 1 Task Order Awarded

Overall Small Business Commitment	25% SBE 3% DVBE	Overall Small Business Participation	42.74% SBE 3.81% DVBE
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B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

REGIONAL RAIL PROJECT MANAGEMENT ON-CALL SERVICES/AE5664300001,
AE564300102, AE5664300202, AND AE5664300302**A. Small Business Participation**

To date three (3) Task Orders (TO) have been awarded to three (3) primes on the Regional Rail Project Management On-Call Services task order contracts. However, one task order awarded to AECOM was subsequently cancelled. Overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. The current overall SBE and DVBE participation collectively, across all prime consultants is 17.27% SBE and 0.00% DVBE.

1. AECOM Technical Services. – 1 Task Order Awarded

Overall Small Business Commitment	23% SBE 3% DVBE	Overall Small Business Participation*	0.00% SBE 0.00% DVBE
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*Task Order was cancelled

2. Arcadis/Railpros, A Joint Venture – 1 Task Order Awarded

Overall Small Business Commitment	23% SBE 3% DVBE	Overall Small Business Participation*	0.00% SBE 0.00% DVBE
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*Arcadis/Railpros indicated that the one task order awarded to date, it did not include scope for its SBE and DVBE subcontractors. However, as future task orders are awarded that include scope for its SBE and DVBE firms, the level of participation will increase.

3. Stantec Construction Services, Inc. – No Task Orders Awarded

Overall Small Business Commitment	23% SBE 3.40% DVBE	Overall Small Business Participation*	0.00% SBE 0.00% DVBE
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*No task orders have been awarded to date.

4. WSP USA, Inc. – 1 Task Order Awarded

Overall Small Business Commitment	23% SBE 3% DVBE	Overall Small Business Participation*	58.89% SBE 0.00% DVBE
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*WSP has been awarded one task order to date and did not list any DVBE participation. WSP reported that the level of DVBE participation will increase, as task orders are awarded that include the DVBE's scope of work.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0448, File Type: Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2024

SUBJECT: DUARTE/CITY OF HOPE STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend for an additional two, 12-month periods, with Jamboree Housing Corporation (Developer) for the development of Metro-owned property at the Duarte/City of Hope A Line Station (Site), subject to resolution of all properly submitted protest(s), if any.

ISSUE

In May 2023, Metro released a Request for Proposals (RFP) for the development of the Metro-owned Duarte/City of Hope A Line Station Site (Site) adjacent to the Duarte/City of Hope A Line Station in the City of Duarte (see Attachment A - Site Map). After a thorough evaluation, interview, and final scoring process, staff recommends entering into an ENA with Jamboree Housing Corporation, the highest-scoring firm.

BACKGROUND

In June 2019, Metro received a Phase 1 Unsolicited Proposal (UP) for the development of affordable housing on the Site, and a Phase 2 Proposal in 2020. In October 2020, the proposal evaluation team concluded the UP did not meet the Joint Development Unsolicited Proposals Policy criteria, which states that proposals must be innovative and unique, and not be for a project that Metro could advance through standard competitive methods. However, staff identified that the concept of developing affordable housing at this location held merit and should be pursued through a formal Request for Proposals.

Metro's joint development process typically begins in collaboration with local jurisdictions to lead community engagement to create Development Guidelines which accompany an RFP for a specific development site. City staff advised Metro that the City had already conducted extensive community visioning and comprehensive planning to prepare and adopt the Duarte Station Specific Plan in 2013 and update and amend the Specific Plan again in 2019. The City and Metro agreed that the Metro

RFP would direct proposers to adhere to the community-informed Specific Plan for overall design and development principles. The RFP required proposals for the 1.4-acre Site to advance the goals outlined in the Specific Plan to create a vibrant, mixed-use transit-oriented project with affordable residential units and local-serving commercial uses, coupled with a high-quality public realm for neighbors and transit riders to enjoy.

A 2021 study commissioned by Metro and conducted by Bay Area Economics (BAE) examined household income levels in the City of Duarte and more specifically, within a 15-minute walk of the Site, and recommended maximizing the number of units for households at or below 80% of Area Median Income (AMI). The BAE study found that of the 2,530 renter households living in the City, approximately 1,735 households, or 69% of the total, had incomes that fall below 80% of AMI. There are approximately 1,280 renter households living in the City of Duarte who pay more than 30% of their income towards housing costs, with 595 households experiencing moderate cost burden and the other 685 households experiencing severe cost burden. This represents approximately 51% of all renter households that experience some form of housing cost burden.

With this understanding, and in consultation with the City of Duarte, Metro developed an RFP that called for proposals to consist of 100% income-restricted housing serving a broad range of low-income households, with units set aside for households earning no more than 80% of AMI. This requirement also reflected the affordability goals in the City's Housing Element and the City's 2021-2029 SCAG Regional Housing Needs Assessment. With older adults comprising about half of Duarte's low-income cost-burdened households, the RFP also highlighted opportunities for an inter-generational housing component.

Community Outreach

Extensive community engagement informed the vision for the station area and the Site. In 2007 and 2008, the City of Duarte participated in a Caltrans Community-based Transportation Grant, which resulted in a Transit-Oriented-Development (TOD) vision and guiding principles for future development within the Station area. The process included significant public outreach culminating in a joint City Council and Planning Commission workshop with over 150 residents in attendance, and a summary presentation before the City Council in April 2008. In 2012, the City of Duarte was awarded a Metro TOD Planning Grant which funded the review of certain parcels in proximity to the Station, including the Site, via a Specific Plan. Through the Specific Plan, and a 2019 amendment, which expanded the allowable residential buildout from 475 to 1,400 total units, the City gathered extensive community input from surveys, workshops and public hearings that were conducted in both English and Spanish. Both the 2013 Site Plan and the 2019 Specific Plan Amendment were formally approved and adopted by the Duarte City Council. These efforts further shifted the City's focus to work with Metro to issue an RFP serving lower-income households.

Developer Selection

On May 9, 2023, the advertisement for the RFP document was circulated to over 1,110 recipients on the California Department of Housing and Community Development's Interested Developers and related interested party's lists; over 1800 recipients of the Metro Joint Development and Transit Oriented Communities e-mail list; firms representing relevant disciplines in Metro's vendor database; and the City of Duarte's development e-mail list.

On May 23, 2023, Metro staff hosted a virtual preproposal conference, which attracted 37 participants representing real estate developers, architecture/design firms, service providers, community-based organizations, general contractors and subcontractors, cultural/arts organizations, and small businesses. An overview of the RFP was given, and questions were received and answered.

After evaluating the four responses received, Metro invited the two highest-scoring developers to participate in oral interviews to confirm detailed components of their respective proposals. A summary of the developer selection process is provided in Attachment B - Procurement Summary.

DISCUSSION

Developer Proposal

The highest-scoring proposal was submitted by Jamboree Housing Corporation, a California-based non-profit 501(c)(3) corporation. Headquartered in Irvine, California, the Developer has provided affordable housing development services to local communities for over 33 years.

Jamboree promotes an ever-evolving mission which incorporates four main pillars that include the delivery of quality affordable housing and services, leveraging of public and private resources, transforming lives and changing communities. In a recent Metro Board action, the Developer was approved for inclusion on the Joint Development 10K Bench and self-certified as a Community Based Development Organization (CBDO). Jamboree Housing has an extensive portfolio of affordable housing projects throughout Southern California with existing operations in other San Gabriel Valley communities such as the cities of El Monte and Claremont.

In El Monte, the Exchange at Gateway is a 132-unit affordable family apartment community that is the first phase of the 14-acre El Monte Gateway, a transit-oriented urban community in downtown El Monte that once served as the city's Public Works yard.

The Claremont property is known as the 74-unit Courier Place, located on the former site of the Claremont Courier newspaper, and adjacent to the Metrolink Station - San Bernardino Line. Built in 2011, Courier Place was the Developer's first inter-generational community and one of only a few affordable, inter-generational, multifamily housing developments in the State. The occupancy mix between seniors and families was a policy goal of the City Council and local residents.

The Developer brings a vast base of knowledge and expertise in real estate development, project finance, and operational management to this project. In addition to its portfolio of over 10,000 existing residential units, within the last three years, the Developer has successfully managed approximately \$123 million of local resources in eight California counties and 26 local communities, representing 1,650 affordable homes. In doing so, the Developer has been able to leverage over \$880 million in additional funding commitments to successfully complete these projects. It is anticipated this experience will help expedite the design, financing, and transformation of the Site into a high-quality affordable housing community.

The Developer's proposal includes the following program elements:

- A minimum of 100 residential units.
- A One- Two- and Three-bedroom unit mix.
- Target populations to include low-income families and seniors.
- Design, financing, and operational programming tailored to an intergenerational community.
- Income levels targeting households at 30% to 60% of Area Median Income (AMI).
- 100 stalls of replacement parking for Duarte/City of Hope Station A Line patrons.
- Approximately 5,000 sq. ft. of ground floor commercial space that will activate Highland Avenue, in keeping with the Duarte Specific Plan.
- Dedicated community space of approximately 4,400 sq. ft.
- A negotiated ground lease payment to be determined upon completion of Project programming, the successful receipt of entitlements, and confirmation of the then fair market value (FMV) of the Site.
- The inclusion of parking stalls dedicated to residents, their guests, and commercial patrons in compliance with Metro's Joint Development Policy.

Please see Attachment C - Site Plan and Renderings for additional information on the proposed Project.

In April 2023, the Metro Board adopted 27 strategies to accelerate the creation of 10,000 housing units-5,000 of which are to be income-restricted-by 2031. This Project supports this goal by designating 100% of all units as income-restricted with a unit mix that accommodates low-income households below the 80% AMI threshold.

Adding to the public benefits, the Project will also create union employment opportunities in the Building Trades and the Developer will be required to comply with Metro's Project Labor Agreement and Construction Careers Policy. As a self-certified CBDO, the Developer will proactively work to secure commitments with Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Disabled Veteran Business Enterprise firms during the predevelopment and construction phases. Notices highlighting specific opportunities to partner with the Developer will be communicated on the Developer-led Project website and at all community update meetings. Metro will track progress on the Developer's local hiring and commitments with DBE, SBE/DVBE throughout the ENA term. The actual number of jobs and related contracting opportunities created by the Project will be summarized prior to it returning to the Metro Board for consideration of a Joint Development Agreement which will occur upon the successful conclusion of the ENA process.

ENA Term

At the time of its release in May 2023, the RFP included an attached form of ENA and requested respondents to confirm their acceptance of the ENA provisions or provide comments if modifications were requested. Though the previous form of the ENA in the RFP precedes the recently considered ENA Key Terms presented to the Board in March 2024, it is generally consistent with the template ENA and other acceleration strategies adopted to meet the 10,000-unit goal.

The ENA will require the Developer to refine the Project, seek community feedback, obtain environmental approvals and City of Duarte entitlements, and negotiate terms for a Joint

Development Agreement and Ground Lease with Metro. In addition, the ENA term will provide the opportunity for Metro to work with the Developer to explore the following opportunities identified by the Proposal Evaluation Team (PET) and Metro staff:

- A unit mix and deal structure for an intergenerational development that caters to both seniors and families and remains responsive to federal housing law.
- Details related to the structure, timing, and financial terms of the Developer's final offer for the long-term lease of Metro-owned land.
- In furtherance of the Specific Plan and Metro's 10,000-unit goal, the creation of more housing units than the 100 units that have been proposed.
- Shared parking and other opportunities to make onsite parking more efficient and leverage the nearby A Line Station.
- Commitments to the participation of DBE, SBE, and DVBE firms throughout the predevelopment and construction of the Project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have a direct impact on safety. The eventual implementation of this Joint Development Project at the A Line Duarte/City of Hope Station will offer opportunities to improve safety for transit riders and complement the City's Highland Avenue Promenade Project. Ground floor commercial activities proposed within the Project will provide additional "eyes on the street" to enhance safety and provide a sense of community along this strategically important portion of the Promenade just steps away from Metro's station.

FINANCIAL IMPACT

Funding for Joint Development staff time related to the ENA and the proposed Project is included in the FY 2024 budget and the FY25 Proposed Budget in Cost Center 2210 (Joint Development). In addition, the ENA will require a nonrefundable fee of \$50,000 to cover non-Joint Development staff time and third-party expenses during the negotiation.

Impact to Budget

Work under the ENA is included in the FY24 budget and the FY25 Proposed Budget in Cost Center 2210 (Joint Development) under Project 401300 (Joint Development 10K Homes). Staff and consultant costs are included in the FY24 budget to negotiate the proposed transaction and review design and other Project documents. The source of funds for this project is General Fund, which is eligible for bus and rail operations and capital projects.

EQUITY PLATFORM

This action will allow the Developer to refine the Project with additional community input. If the Project proceeds to construction after further Board action, benefits will accrue to the following:

- Approximately 1,735 of 2,530 or 68.6 percent of Duarte's renter households are identified as lower income. The affordability levels identified within the Project would benefit this cohort of City residents as it targets those at and below the lower income threshold of 80% AMI.

- The Project would help to relieve certain financial stresses of some of Duarte’s extremely low-income households that face the highest levels of housing cost burden of all income categories, with 62.2 percent experiencing severe cost burden. Note that severe cost burden occurs when a household spends over 50 percent of its income on housing.
- Of the cost-burdened renter household types with lower incomes living in Duarte, elderly renter households are the largest group making up 44.1 percent of all cost-burdened renter households. This cohort of households would benefit from the Project given the Developer’s interest in exploring an inter-generational mix of residents.
- The broader public (residents of the Project, locals with daily station interaction, and Metro rail and bus customers) will experience an improved site, better access to and from public transit, and greater neighborhood amenities through ground-floor commercial activation.

The Developer and City staff have expressed a strong commitment to actively engage and respond to community stakeholder concerns in coordination with Metro. Developer led community engagement under the ENA will involve different methods such as workshops, surveys, and pop-up events. Engagement will be conducted in English, Spanish, and other languages as needed to reach all interested stakeholders. Metro and the Developer are committed to incorporating community priorities from past engagement efforts, such as identifying ground floor commercial opportunities and finding programmatic linkages to the nearby high school for the arts focusing on equity, partnering with local CBOs, and maintaining relationships with all stakeholders. These would include the inclusion of in-person and virtual/recordable meetings to enhance accessibility and to provide more evening and weekend opportunities to engage the public and other stakeholder groups.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”, specifically Initiative 3.2, which states, “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.” The proposed Project will deliver several community benefits, including transit-accessible, income-restricted housing, union construction jobs, and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to continue clarification talks with the Developer prior to considering an ENA or prepare and release a new solicitation for joint development of the Site. Staff does not recommend proceeding with these alternatives because the recommended action will ensure the most transparent process with community stakeholders and appropriately builds upon Metro’s partnership with the City of Duarte and the significant community input and procurement process that has transpired thus far. A new solicitation process would delay the development of the Site and construction of much-needed affordable housing units. Further, other options could still be considered if the ENA process discussion does not create a project proposal suitable to Metro.

NEXT STEPS

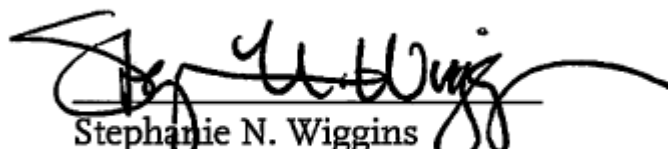
Upon Board approval of the recommended action, the ENA will be executed, and Metro staff and the Developer will commence preliminary negotiations in parallel with design review and community engagement. Identifying an effective community engagement process within the first six months of the ENA will be one of the conditions for proceeding with further negotiations. Metro will continue to coordinate closely with the City of Duarte as it has done since the inception of the RFP process.

ATTACHMENTS

- Attachment A - Site Map
- Attachment B - Procurement Summary
- Attachment C - Site Plan and Renderings

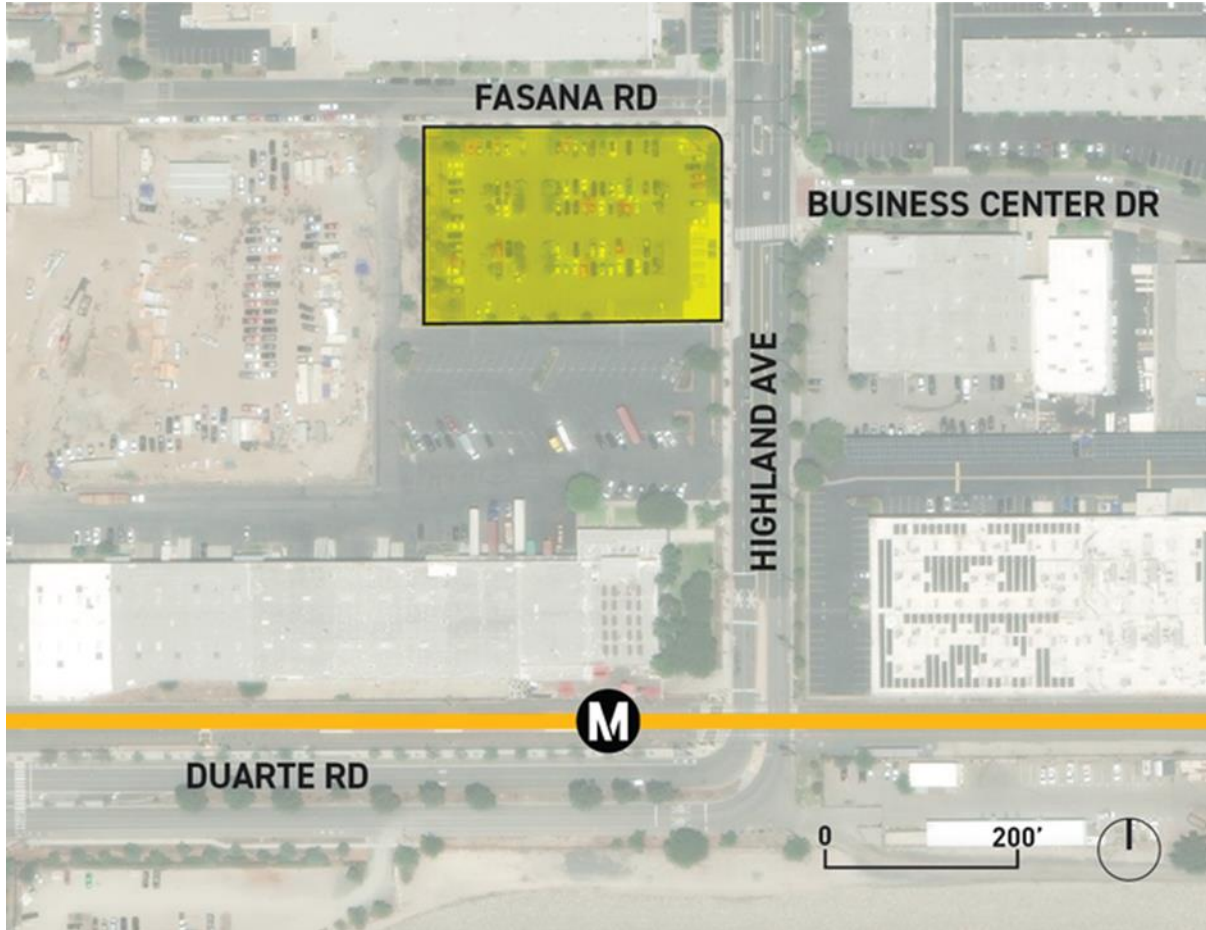
Prepared by: Jeffrey Ross, Principal Planner, Countywide Planning & Development, (213) 547-4200
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Site Map
Duarte/City of Hope Station Joint Development



Joint Development Project Site

PROCUREMENT SUMMARY

DUARTE/CITY OF HOPE STATION JOINT DEVELOPMENT/ PS104506

1.	RFP Number: PS104506	
2.	Recommended Vendor: Jamboree Housing Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> Joint Development	
4.	Procurement Dates:	
	A. Issued: May 9, 2023	
	B. Advertised/Publicized: May 9, 2023	
	C. Pre-Proposal Conference: May 23, 2023	
	D. Proposals Due: August 3, 2023	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms submitted to Ethics: August 4, 2023	
	G. Protest Period End Date: May 21, 2024	
5.	Solicitations Picked up/Downloaded: 70	Bids/Proposals Received: 4
6.	Contract Administrator: Armine Menemshyan	Telephone Number: 213-922-4851
7.	Project Manager: Carey Jenkins	Telephone Number: 213-547-4356

A. Procurement Background

This Board Action is to approve an Exclusive Negotiation Agreement and Planning Document (ENA) for the development of Metro-owned property at the Duarte/City of Hope A Line Station. Board approval of agreements are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and will result in an ENA.

An amendment was issued during the solicitation phase of this RFP as follows:

- Amendment No. 1, issued on May 16, 2023, revised the Tabular Project Summary under Section 6. Submission Requirements/C. Development Program.

A total of 70 individuals downloaded the RFP and were included in the planholder's list. A virtual pre-proposal meeting was held on May 23, 2023, and was attended by 37 participants representing 25 firms. There were 10 questions asked and responses were released prior to the proposal due date.

Four proposals were received on August 3, 2023 from the following firms:

- Cesar Chavez Foundation (CCF)
- Jamboree Housing Corporation
- JPI Companies
- Mercy Housing California

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Joint Development, Transit Oriented Communities, and Parking Management departments, and the City of Duarte was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Vision, Scope and Design | 40 percent |
| • Development Team Experience and Financial Capacity | 30 percent |
| • Financials | 20 percent |
| • Implementation | 10 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Joint Development opportunity procurements. Several factors were considered when developing these weights, giving the greatest importance to vision, scope, and design.

During the period of August 9, 2023 to December 13, 2023, the PET independently evaluated and scored the proposals.

Of the four proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. Jamboree Housing Corporation
2. Mercy Housing California

Two firms were determined to be outside the competitive range and were excluded from further consideration as their proposals did not adequately address the vision, scope, and design requirements of the evaluation criteria.

On December 5, 2023, both firms within the competitive range were invited for interviews to discuss their proposals and respond to questions from the PET. After the interviews, the PET determined that Jamboree Housing Corporation was the highest scored proposer to enter into an ENA.

Qualifications Summary of Firms within the Competitive Range:

Jamboree Housing Corporation

Jamboree Housing Corporation is a non-profit 501(c)3 corporation with 33 years of affordable housing development, financing, resident services, and public private partnership experience. Jamboree delivers quality affordable housing and services that transform lives and strengthen communities.

Mercy Housing California (MHC)

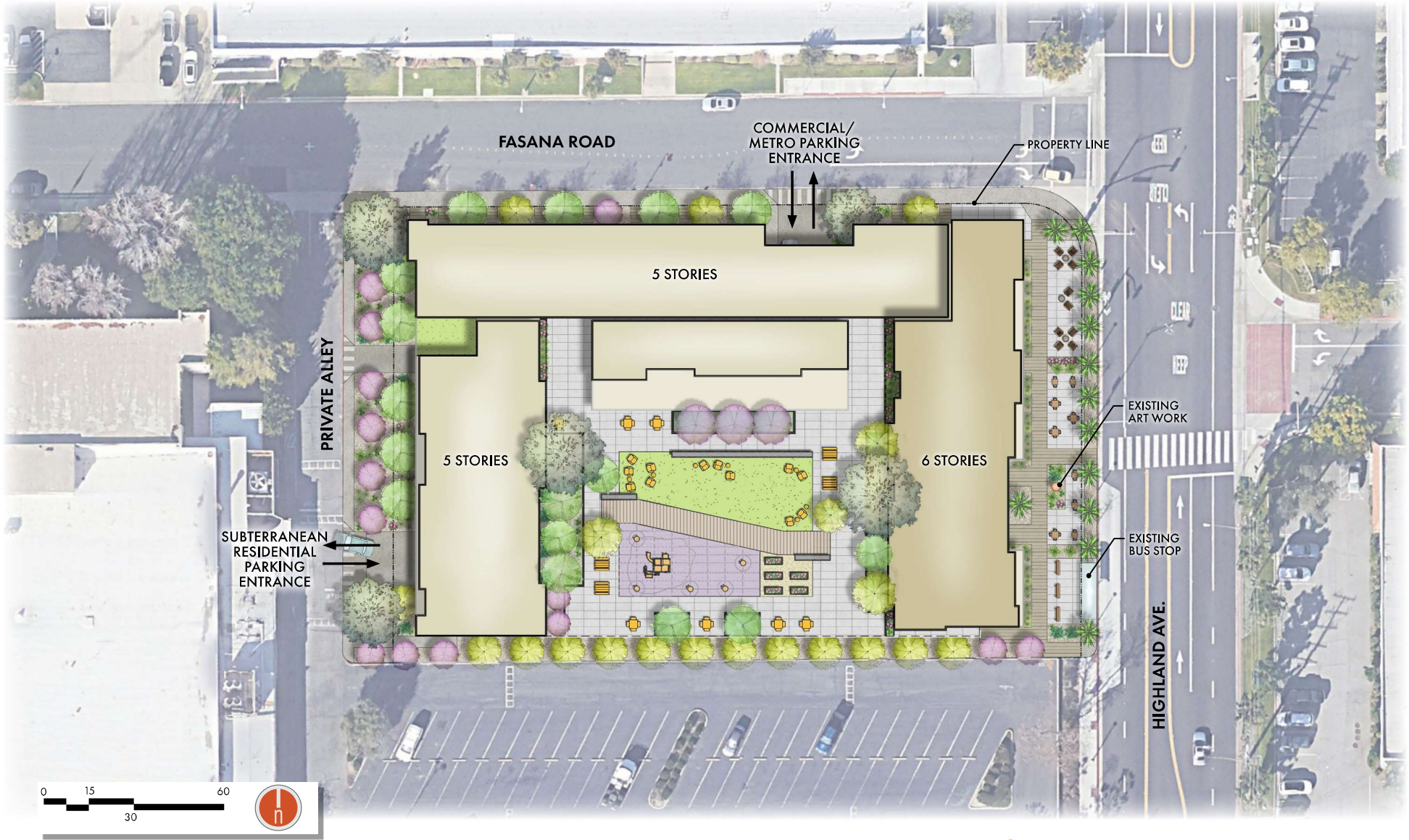
Mercy Housing California is a non-profit corporation and is the largest nonprofit owner of affordable housing in the United States. It was incorporated in 1988 as the California affiliate of Mercy Housing, Inc. MHC has grown substantially, both through its own affordable housing development and through mergers with other nonprofit housing groups. The firm has development offices in San Francisco, Sacramento, and Los Angeles. Between MHC’s three offices, Mercy Housing has developments in 36 counties ranging from San Diego to Shasta.

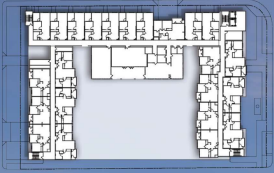
The following table summarizes the final scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jamboree Housing Corporation				
3	Vision, Scope and Design	79.50	40.00%	31.80	
4	Development Team Experience and Financial Capacity	72.00	30.00%	21.60	
5	Financials	69.35	20.00%	13.86	
6	Implementation	80.70	10.00%	8.07	
7	Total		100.00%	75.33	1
8	Mercy Housing California				
9	Vision, Scope and Design	66.00	40.00%	26.40	
10	Development Team Experience and Financial Capacity	82.00	30.00%	24.60	
11	Financials	64.65	20.00%	12.93	
12	Implementation	76.70	10.00%	7.67	
13	Total		100.00%	71.60	2

C. Background on Recommended Contractor

The recommended firm, Jamboree Housing Corporation, located in Irvine, California, is a non-profit 501(c)3 corporation with 33 years of affordable housing development, financing, resident services, and public private partnership experience. Jamboree delivers quality affordable housing and services that transform lives and strengthen communities.









Next stop: building communities.

Duarte/City of Hope Station Joint Development

Planning & Programming Committee

May 15, 2024

Legistar File# 2023-0448



Metro



Recommendation

AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiations Agreement and Planning Document (ENA), with the option to extend for an additional two, 12-month periods, with Jamboree Housing Corporation (Developer) for the development of Metro-owned property at the Duarte/City of Hope A Line Station (Site), subject to resolution of all properly submitted protest(s), if any.

Duarte/City of Hope Station Project Overview

Developer: Jamboree Housing Corp.

Project Size: 1.41 acres

Units:

- > 100 total units (subject to increase)
- > 99 affordable, 30-60% AMI
- > 1 manager's unit

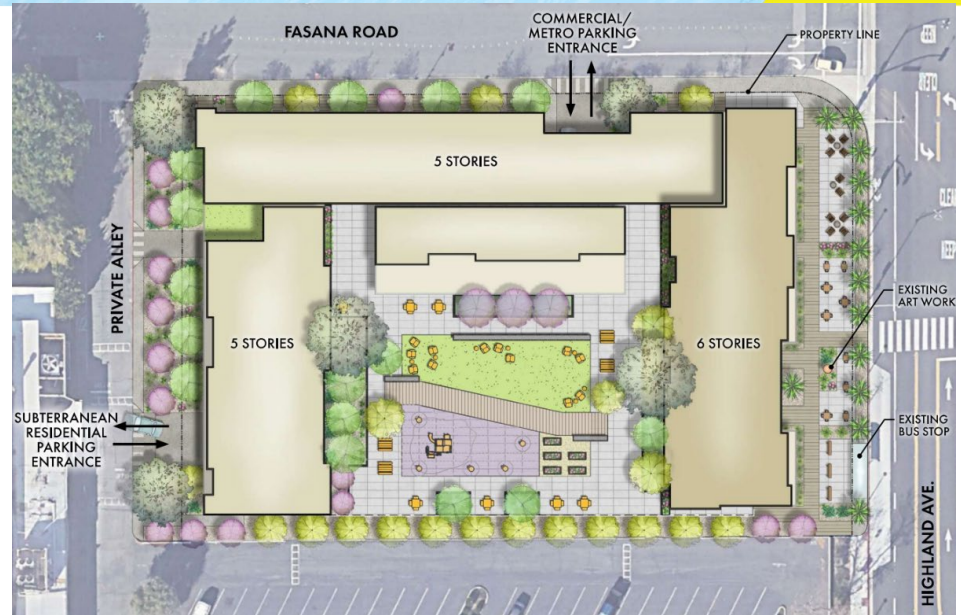
Commercial: 5,000 sq ft

Parking:

- > Residential – subject to the Joint Development Policy
- > Commercial - 25
- > Replacement - 100

Amenities:

- > 4,400 sq. ft. Community Space



View from the corner of Highland Ave and Fasana Rd facing southwest

Outreach

A series of City-sponsored activities and events that have included:

- 2007**
 - Award of a Caltrans Transportation Grant for community-focused site analysis
 - TOD Vision and Guiding Principles for future Station Area development
- 2008**
 - Series of City-sponsored public outreach events
 - Joint City Council and Planning Commission workshop and formal visioning
- 2012**
 - Metro award of a TOD Planning Grant allowing for initial review of specific development opportunities in proximity to the Duarte Station
 - Duarte Station Specific Plan adopted by the City
- 2019**
 - Specific Plan amendment expanding the residential build-out of the Plan Area
 - City-sponsored outreach including extensive surveys, workshops, and public hearings

Developer Selection Process

Key Elements of the RFP Process

- > May 9, 2023, RFP was issued
 - > Over 1,100 notices to the HCD List of Interested Parties
 - > Approximately 1,800 notices to the Joint Development/TOC mailer
- > May 23, 2023, a virtual bidder's conference held with 40 attendees
- > Series of extensive applicant review sessions and developer interviews
- > January 16, 2024, Notice of Intent to Enter into an ENA issued
- > Detailed description of the process can be found in the Procurement Summary (*Attachment B*)

Next Steps

Upon Board approval:

- > Developer-led community outreach in coordination with the City of Duarte
- > Review program elements - affordable housing mix/number of units, commercial uses, parking
- > Refine project design and submit entitlements
- > Analyze the pro forma to confirm financial feasibility
- > Negotiate a term sheet for the Joint Development Agreement and Ground Lease



Board Report

File #: 2024-0232, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2024

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$5,543,000 from Measure M Multi-Year Subregional Program (MSP) - Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program to support grade separation projects, as shown in Attachment A;
- B. APPROVING programming of an additional \$124,800 for Planning Activities for Measure M MSP, as shown in Attachments B; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSP funding is included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Valley subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects.

This update includes changes to projects that have received prior Board approval and funding allocation for a new project. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project lists (Attachments A and B), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments C, D, and E, but they are included in this report as information.

BACKGROUND

In May 2019, the Metro Board of Directors approved the San Gabriel Valley subregion's first MSP

Five-Year Plan and programmed funds in 1) Active Transportation Program (expenditure line 54); 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82). Since the first Plan was approved, staff updated the Metro Board in May 2021, May 2022, and May 2023.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$107 million was forecasted for programming for Fiscal Years (FY) 2017-18 to FY 2027-28. In prior actions, the Board approved programming of \$78.1 million. Therefore, \$28.9 million is available to the subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

During staff review, Metro required a detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For proposed projects that will have programming of funds in FY 2025-26 and beyond, Metro accepted high-level (but focused and relevant) project scopes of work during the review process. Metro staff will work on the details with the SGVCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines.

This update includes the funding adjustments for two previously approved projects and the programming of one new project.

Highway Efficiency Program (expenditure line 82)

The Subregion's Highway Efficiency Program funds are not available until FY 2047-48, per the Measure M Expenditure Plan. This update includes the programming of one existing and one new priority project by inter-program borrowing \$5,543,000 from the Highway Demand Based Program:

SGVCOG

- Program additional \$2,543,000 in FY 28 for MM5505.02 - ACE Montebello Corridor Grade Separation Project. The funds will be used to complete the Project's Plans Specification and Estimates (PS&E), Right-of-Way (ROW), and construction phases.
- Program \$3,000,000 in FY 28 for MM5505.04 - ACE Turnbull Canyon Road Grade Separation Project. The funds will be used to complete the Project's ROW and construction phases.

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to one existing project as follows:

SGVCOG

- Program an additional \$124,800 in FYs 25 and 26 for MM4701.01 - Planning Activities for Subregion's Measure M Multi-Year Subregional Programs.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2023-24, \$12.9 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), \$5.71 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102) and \$3 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Centers 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

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

EQUITY PLATFORM

The San Gabriel Valley subregion consists of 31 cities and unincorporated communities in Los Angeles County. Equity Focus Communities (EFCs) within the subregion are concentrated in Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Eleven percent of census tracts are defined as EFCs in the subregion.

The inter-program borrowing will not have any equity impacts. This is an available tool that allows a subregion to borrow from one MSP fund amount to accelerate priority projects in another MSP fund of a different type that may not be available until a later year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2023-24. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

- Attachment A - Highway Efficiency Program Project List
- Attachment B - Active Transportation Program Project List
- Attachment C - First/Last Mile and Complete Streets Program Project List
- Attachment D - Bus System Improvement Program Project List
- Attachment E - Highway Demand Based Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	complete	\$ 5,273,500		\$ 5,273,500	\$5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction	chg	\$ 14,082,000	2,543,000	\$ 16,625,000		7,553,000		3,029,000	3,500,000	2,543,000
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction		\$ 10,683,000		\$ 10,683,000			5,669,000	5,014,000		
4	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation Project	ROW Construction	new		3,000,000	\$ 3,000,000						3,000,000
Total Programming Amount						\$30,038,500	\$ 5,543,000	\$35,581,500	\$5,273,500	\$7,553,000	\$5,669,000	\$8,043,000	\$3,500,000	\$5,543,000

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800	\$ 636,800					
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		582,075		582,075	582,075					
3	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	1,150,000	342,500				
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	4,278,500					
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000		388,000	3,492,000			
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050		388,050	246,830	141,220				
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail	PS&E ROW Construction		1,990,000		1,990,000	100,000	100,000	200,000	1,590,000		
9	SGVCOG	MM4701.01	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning	chg	188,136	124,800	312,936	188,136		60,000	64,800		
10	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PAED PS&E Construction		6,452,974		6,452,974	550,000	820,000	4,000,000	1,082,974		
Total Programming Amount						\$21,317,911	\$ 124,800	\$21,442,711	\$ 9,161,217	\$ 1,791,720	\$ 7,752,000	\$ 2,737,774	\$ -	\$ -

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction		\$ 1,741,250		\$ 1,741,250	\$ 620,000	\$1,121,250				
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975		652,975	652,975					
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945	686,945					
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		1,741,250		1,741,250	1,741,250					
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project *	PS&E Construction		2,985,000		2,985,000			2,985,000			
6	Duarte	MM4703.06	Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	648,342	972,513				
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		895,500		895,500	895,500					
8	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		8,395,000		8,395,000		400,000	4,804,714	3,190,286		
9	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction		895,500		895,500			895,500			
10	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction		5,671,500		5,671,500	9,048	160,000	343,336	3,458,653	1,700,463	
Total Programming Amount						\$25,285,775	\$ -	\$25,285,775	\$5,254,060	\$2,653,763	\$ 9,028,550	\$6,648,939	\$1,700,463	\$ -


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

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction		\$286,316		\$286,316	\$ 286,316					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$211,158		82,352	128,806			
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		\$150,000		50,000	100,000			
Total Programming Amount						\$647,474	\$ -	\$647,474	\$ 286,316	\$ 132,352	\$ 228,806	\$ -	\$ -	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction		1,000,000		1,000,000			\$1,000,000			
Total Programming Amount						\$1,000,000	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -



Measure M Multi-year Subregional Program San Gabriel Valley Subregion

Planning and Programming Committee
May 15, 2024



Metro

File# 2024-0232

San Gabriel Subregion

- Five Multi-Subregional Programs (MSP)
 - Active Transportation (expenditure line 54)
 - Bus System Improvement (expenditure line 58)
 - First/Last Mile and Complete Streets (expenditure line 59)
 - Highway Demand Based (expenditure line 60)
 - Highway Efficiency (expenditure line 82)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan
(2015 \$ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lv	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lv	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sc	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057		TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sc	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lv	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lv	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

May 2024 Update

- Now until Fiscal Year (FY) 2027-28, \$28.9 million is available to the Subregion for programming.
- Active Transportation, Transit, Tech Program
 - Program an additional \$124,800 to existing Planning Activities project led by the Subregion's Council of Governments (COG)
- Highway Efficiency Program
 - Program an additional \$2.5 million to an existing ACE grade separation project led by the Subregion's COG
 - Program \$3 million to one new ACE grade separation project led by the Subregion's COG

Next Steps

- Execute Funding Agreements with the local jurisdictions and the COG to initiate projects.
- Continue working with the Subregion to identify and deliver projects.
- Return to the Board annually for Program/Project updates.



Board Report

File #: 2024-0084, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2024

SUBJECT: HIGH DESERT CORRIDOR FY25 WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. APPROVING \$4,374,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year (FY) 2025 work program;
- B. APPROVING \$2,200,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to complete the HDMC High Speed Rail (HSR) Service Development Plan (SDP); and
- C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

The HDC JPA has requested that Metro provide funding for the FY 25 HDC JPA work program, which includes mobilization costs leading toward a 30% design of the HDMC (Attachment A).

BACKGROUND

The HDMC, a Measure M Expenditure Plan project, comprises an HSR component, which will implement a new 54-mile east-west rail alignment between the future Palmdale Multimodal HSR Station and the Brightline West Station in Victor Valley in San Bernardino County. The HDMC HSR Project (Project) will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines - California HSR and Brightline West (Attachment B). Brightline West is a new privately funded HSR service that will connect Las Vegas with Victor Valley and Rancho Cucamonga.

The Project also supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities.

In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. The Locally Preferred Alternative (LPA) included the construction of a four-lane freeway and HSR service between Palmdale and Victorville. In December 2020, Caltrans informed FHWA that the “no build” option was selected for the freeway/tollway element of the HDMC.

In April 2021, the HDC JPA requested that the Project move forward with the Federal Railroad Administration (FRA) as the lead agency for the National Environmental Protection Act (NEPA) review. In February 2023, the FRA began the final review of the NEPA process. The HDC JPA continues to work with FRA to complete the NEPA environmental clearance, Section 106 analysis and obtain an FRA ROD for the Project in FY25. See Attachment C for recent Metro Board actions in support of the HDC.

DISCUSSION

On April 11, 2024, the HDC JPA Board approved the proposed FY25 budget and work program, subject to Metro Board approval. The FY 25 work program consists primarily of completing the NEPA process, managing the HDC JPA, and obtaining project management and financial advisory services as the HDC JPA mobilizes towards 30% design (Attachment D). It should be noted that the HDC JPA proposed work program for FY 25 is \$6,174,000. However, the HDC JPA has \$1,800,000 in carryover cash on hand, which reduces the request for new funding from Metro from \$6,174,000 to \$4,374,000. See the table below.

HDC JPA Work Program	
FY 25 Proposed	\$ 6,174,000
Less \$1,800,000 reserve/cash on hand	(\$ 1,800,000)
Measure M Funds Requested for HDC FY25 Work Program	\$4,374,000

Service Development Plan (SDP) Update

The Draft SDP is a planning-level document that provides Metro and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of implementation, and the next steps to advance the Project. The Draft SDP work began in 2020 and was submitted to FRA in January 2023. Since January 2023, the SDP has been on hold due to new FRA requirements stating that the Project must be included in its Corridor ID Program before their review.

Metro will continue as lead on the SDP to be submitted to FRA for final consideration in FY25. The current January 2023 SDP requires additional operations modeling and analysis, an expanded level of effort to cover the revised FRA framework, design changes for the environmental document development, ridership forecasting, and revenue evaluation analysis. This \$2,200,000 budget amount requested for FY 25 will be partially reimbursed with \$500,000 in HDC JPA FRA Corridor Identification Grant funds awarded in December 2023. It should be noted that \$200,000 of the \$2,200,000 budget is required for Metro labor to lead the completion of the SDP in coordination with the HDC JPA, FRA, and other project partners.

Grants Funding Strategy and Transition to 30% Design

The HDC JPA has successfully received grant funds to advance the Project. In April 2023, CalSTA announced the award of \$8,000,000 to the HDC JPA for the Project. This was matched with \$8,000,000 previously committed by the Metro Board as a local match in January 2023. In December 2023 the HDC JPA received a \$500,000 FRA Corridor ID Program grant for SDP development efforts, which was also matched with \$500,000 from the Metro Board in January 2023, bringing the total Project grant funding to \$17,000,000. This funding allows for the HDC JPA to enter step 1 of the FRA Corridor ID Program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting an SDP and do advanced engineering for the Project.

The HDC JPA intends to leverage the \$17,000,000 provided so far to the Project as a match towards future grant requests, such as the Federal-State Partnership for Intercity Passenger Rail Grant Program, to provide additional funding to advance the Project to 30% design.

With the completion of the NEPA process anticipated to occur in 2025, the HDC JPA has been mobilizing to advance the design of the Project. In April 2024, the HDC JPA Board awarded a contract to hire a financial services consultant. In October 2024, the HDC JPA is anticipated to award a contract for Program Management services as it prepares to release bid documents to advance the 30% design. Advancing to 30% design for the 54-mile Project is estimated to cost \$70M.

DETERMINATION OF SAFETY IMPACT

The Project's advancement will be done per all applicable FRA, CPUC, CHSRA, Brightline, and SCRRRA design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes \$170 million for the Project for right-of-way (ROW) acquisition or other project uses. Recommendation A will program and repurpose the funds from ROW acquisition to 30% design. Recommendation B will program and repurpose the funds from the ROW acquisition to completion of the SDP and increase the SDP LOP to \$7.7 million. Currently, there is approximately \$153 million available, which is eligible to be used by the HDC JPA to fund the FY 25 work program, complete the Final SDP, and mobilize towards 30% design.

Measure M Funding Plan for HSR Project ROW Acquisition	\$ 170.0M
- Service Development Plan (Metro Board 8/20)	(\$ 5.0M)
- HDC JPA FY23 Work Program (Metro Board 4/22)	(\$ 1.7M)
- Match to TIRCP/FRA Grant Requests (Metro Board 1/23)	(\$ 8.5M)
- FY24 Work Program Request (Metro Board 5/23)	(\$ 1.9M)
Subtotal:	\$ 152.9M
- FY25 Work Program/Recommendation A (Metro Board 5/24)	(\$ 4.4M)
- Complete Final SDP/Recommendation B (Metro Board 5/24)	(\$ 2.2M)
Projected Measure M Balance for HDC	\$ 146.3M

Impact to Budget

\$6,600,000 has been included in the FY25 Proposed Metro Budget for the HDC JPA FY25 work program and to complete the Final SDP under project number 475499. This is in addition to the \$8,500,000 approved by the Metro Board in January 2023 (#2022-0847) as a match for the TIRCP and FRA Corridor ID Program grant applications. It will be the responsibility of the Chief Planning Officer to program funds for the HDC JPA for this multi-year program in the future. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year, subject to Measure M requirements.

EQUITY PLATFORM

The Project will improve mobility for residents in North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to the communities to access jobs, health care, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas. As part of the environmental review process, the HDC JPA has engaged in frequent dialogue with key governmental stakeholders, plus consultation with local native tribal governance councils.

The entire Project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities, as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, residents within the Project area are predominantly from Black, Indigenous, and Other People of Color (BIPOC) populations, between 61% and 77%, with the highest percentage of BIPOC populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendations A and B support the Metro Vision 2028 Strategic Plan goals 1, 4, and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

An alternative is that the Board does not approve Recommendations A or B. This is not advised since completion of the Final SDP will enable the Project to participate in the Federal Corridor ID grant program. Additionally, the HDC JPA has received \$17,000,000 in grant and Metro Board-approved funding to advance the Project, indicating strong support from State and Federal partners that the Project has merit and provides value to the Southern California rail network.

NEXT STEPS

Subject to the Board's approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY25 work program. Metro will continue coordination meetings with the FRA and the HDC JPA to complete the Final SDP. The HDC JPA will continue efforts toward environmental clearance, with a ROD expected in 2025. Once the ROD is received, HDC JPA anticipates applying for a grant for 30% design in the next cycle of FRA Federal/State Partnership grant funding.

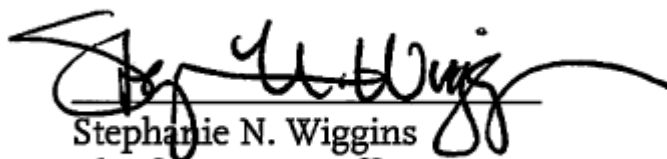
Concurrently, the HDC JPA is in the process of hiring program management, financial advisory services, and additional contract staff in anticipation of the release of a Request for Proposals (RFP) for advanced design to draw down the TIRCP grant plus Metro local match (\$8 million + \$8 million = \$16 million), expected to occur in FY25. Staff will return to the Board with periodic updates as needed.

ATTACHMENTS

- Attachment A - HDC JPA Funding Request
- Attachment B - HDC Corridor Map
- Attachment C - Metro Board Actions in Support of HDC
- Attachment D - HDC JPA FY 25 Work Program

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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274


Stephanie N. Wiggins
Chief Executive Officer



Attachment A

March 13, 2024

To: Mr. Ray Sosa, Metro Chief Planning Officer

From: Arthur Sohikian, HDC JPA Executive Director

RE: **HDC JPA requests May 2024 Metro Board consideration and approval of the HDC JPA FY2024-25 Work Program for the High Speed Rail Project identified in the Measure M Expenditure Plan.**

2023 HDC JPA Highlights

- High Speed Rail Project National Environmental Policy Act completion is estimated to be late-2024/early 2025, including Record of Decision.
- Jan 2023, Metro Board allocates \$8.5M Measure M match for HDC JPA grant requests.
- Dec 2023, HDC JPA receives California TIRCP \$8M allocation.
- Dec 2023, HDC JPA receives \$500,000 FRA Corridor Identification Program Grant.
- HDC JPA will consider adopting the Fiscal Year 2025 (FY25) Budget at their April 11, 2024 Board of Directors meeting.

HDC JPA FY2024-2025 Work Program

The HDC JPA is pleased to report the coming fiscal year is the year of establishing the organizational structure of the agency by setting up the financial advising, program management, right-of-way planning, and procurement functions that are necessary for conducting the upcoming phases of engineering and design and right-of way acquisition.

Consequently, as the High Speed Rail Project progresses beyond the environmental phase into preliminary engineering/design and right of way planning in FY25, the HDC JPA requires additional staffing and contractors to support the increasing complexity, expertise, and level of effort this project requires. To conduct this work effort, the HDC JPA FY25 Proposed Budget of \$6,174,000 (Attachment A) seeks to establish the organizational management structure for this purpose. As noted in Attachment, after accounting for the \$1,800,000 cash reserves on hand, the amount that the HDC JPA will need from the Measure M Funds is \$4,374,000. A summary of the activities that would be conducted with this funding is highlighted below.

Complete NEPA environmental clearance and Obtain Record of Decision

The HDC JPA continues working with the FRA staff to complete the NEPA environmental clearance, Section 106 analysis as well as obtain a FRA Record of Decision for the High Speed Rail Project in FY25.

Metro Regional Rail Program Staff Assistance

The HDC JPA values its partnership with Metro in developing and implementing the high-speed rail project. Metro's Regional Rail staff has been critical to the success of project development activities to date. As the project progresses, the HDC JPA will continue to rely on Metro's expertise. Therefore, the HDC JPA is including a budget line item to fund the Metro staff support that will be provided on this project. For FY25, this will consist of assisting with development of the statement of work for the preliminary engineering, proposal evaluations, and other tasks.



HDC JPA Agency Management

To effectively set up the agency’s organizational structure and manage the expanded work program for FY25, it is incumbent and justified to have the appropriate staffing to assist executive management with the additional responsibilities that will be required. This is the reason the HDC JPA will be onboarding staff to provide the technical expertise to effectively carry out the expanded duties as it pertains to project management, engineering, design, and right-of-way planning.

Update High Desert Corridor Service Development Plan (SDP)

Metro will continue as lead on the HDC Service Development Plan (SDP) to be submitted to FRA for final consideration in FY2025. The current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since Jan 2023. This budgeted amount will be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant funds awarded in December 2023.

Selection of Financial Advisory Firm

The HDCJPA Board of Directors will consider authorizing the selection of a financial advisory (FA) firm at their April 11, 2024 Board meeting. Once the FA firm is onboarded, it will support HDC JPA executive management to conduct the ongoing financial planning and analysis, grants management, assess project delivery options, and organizational management analysis to support project development into the preliminary engineering and design phase (30% level of design).

Program Management Support and Construction Management Support Services (PMC)

Depending on the pace of environmental approval, the HDC JPA will seek to authorize the selection of the Program Management Support and Construction Management Support Services (PMC) contractor at either the October 10, 2024 or the January 9, 2025 Board of Directors meeting. The PMC firm will support HDC JPA executive management with overseeing the work related to the phases of Engineering and Design, Construction, Transition to Operational Control, and Closeout. This work includes development of statements of work, procurement administration, grant compliance, third party management including utility relocation, right-of-way acquisition/relocation plans and implementation and other related.

For FY25, the PMC contractor is expected to perform work at a level of effort that will be commensurate with transitioning from the environmental phase into the Preliminary Engineering phase of the project. This consists of developing the Preliminary Engineering and Design (PE) statement of work for the Request for Proposal and preparing a right-of-way acquisition and relocation plan. The budgeted amount of \$1.035 million is estimated for a six to seven-month work period during FY 25. The estimate is based on a previous look ahead that will be revised to reflect the updated Service Development Plan assumptions and costs.

The HDC JPA appreciates the continued partnership with Metro to advance the HDC JPA High Speed Rail Project with your guidance and the Metro Board consideration of the HDC JPA FY25 Work Program. Sincerely,


Arthur V. Sohikian
Executive Director

ATTACHMENT B



ATTACHMENT C

Metro Board Actions in Support of HDC

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a SDP for the Project. Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other stakeholders, including the Los Angeles County Public Works Department, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, California HSR Authority, Southern California Regional Rail Authority (SCRRA), the cities of Palmdale, Lancaster, Victorville, Adelanto, Apple Valley, and other partners.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY23 HDC JPA work program.

In August 2022, the Metro Board approved Metro's participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as a local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the Project towards 30% design.

In May 2023, the Metro Board programmed \$1,947,500 for the FY 24 work program, which included funding for the HDC JPA to work towards NEPA environmental clearance, and the ROD, HDC JPA management, the procurement process to onboard both a financial advisory firm and program management support services, technical planning and grant application support, and other administrative expenses. The FY25 work program builds upon the FY24 work program.

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2025

Item	HDC JPA FY25 Budget Description	Amount
1	<p>Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD): Complete the remaining tasks for NEPA Re-evaluation/RE-validation and Record of Decision (ROD) with Final Review by Federal Railroad Administration (FRA). Due to Federal review of submittals this task is scheduled to be completed by FRA in in FY25. Tasks for FY25 include:</p> <ul style="list-style-type: none"> -Addressing FRA comments, provide revised version for FRA final review, Prepare final version for NEPA Re-evaluation and prepare a ROD for FRA final approval. -Draft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process. <p>Contractors: Transportation Solutions: \$110,000 Epic Land Solutions, Inc.: \$132,350 Circlepoint: \$390,000 Venable LLP: \$135,000 HDR: \$135,000 AECOM: \$75,000</p>	\$977,350
2	<p>HDC JPA Management: Oversee agency management including technical analysis, grant applications, budgetary activities, equity focused planning, administration, engineering, right-of-way planning, stakeholder engagement and communications. For FY25, HDC JPA management functions will be augmented to meet the increased project needs requiring the services of a senior level project management/planning, engineering and right-of-way planning support, communications staff, and administrative support staff. As the project progresses beyond the environmental phase into preliminary engineering and final design, the HDC JPA requires additional staffing to support the increasing complexity, expertise, and level of effort.</p> <p>Contractors: AVS Consulting, Inc.: \$296,400 Cal Strategic Management: \$227,400 Other Support Staff Services: \$665,000</p>	\$1,188,800
3	<p>Program Management Support and Construction Management Support Services (PMC): Procure the professional services of a program management support and construction management support services (PMC) firm to support HDC JPA with overseeing the work related to the phases of Engineering and Design, Construction, Transition to Operational Control, and Closeout. This work includes development of statements of work, contract development, contract administration support, local, regional, state, federal, and interjurisdictional grant agreement compliance, procurement support services, set and monitor program controls, project management, third party management including utility relocation, right-of-way acquisition & relocation plans and implementation, cost scheduling & control functions, cost estimating, environmental compliance, configuration management, transition to operational management, and other related support services. For FY25, the PMC contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the Preliminary Engineering phase of the project consisting of developing the Preliminary Engineering and Design (PE) statement of work and contract development, and developing a right-of-way acquisition and relocation plan. This budgeted amount is estimated for a 6 month work period during FY 25. Estimate is based on a previous three-year look ahead that will be revised to reflect the updated Service Development Plan assumptions and costs.</p>	\$1,035,000

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2025

4	<p>Financial Advisor Services: Conduct ongoing financial planning & analysis, modeling, and structural management analysis to support project development into the preliminary engineering phase that includes identifying, developing, and refining the project funding plan, analyze options for local, state, and federal funding contributions toward the project, assess alternative project delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, provide organizational structuring options to adapt to the future growth of the HDC JPA. perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, provide right-of-way coordination to the Program Management Firm as needed, and support discussions with potential market participants.</p>	\$1,165,000
5	<p>Service Development Plan (SDP) Update: Metro will continue as lead on the HDC Service Development Plan (SDP) to be submitted to FRA for final consideration in FY25. The current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since Jan 2023. This budgeted amount will be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant funds awarded in Dec 2023.</p>	\$500,000
6	<p>LA Metro Regional Rail Program Management Staff Support: Provide program management staff support and assistance on an as-needed basis to support implementing HDC JPA program management functions and related activities.</p>	\$350,000
7	<p>County of Los Angeles Treasury, Auditor-Controller, Legal Counsel, Public Works Staff Support: Monthly Support for Accounts Payable/Accounts Receivable functions, Legal Counsel Support, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement /Contract Services plus Request for Proposals preparation and Oversight, and contract execution.</p>	\$665,000
8	<p>Stakeholder and Public Engagement and Planning Assistance: Provide communications, community engagement, and other related planning assistance to support the Agency communications and planning functions.</p>	\$185,000
9	<p>Audit Services: County of Los Angeles Audit Services</p>	\$30,000
10	<p>LA Metro Funding Agreement Audit Services</p>	\$25,350
11	<p>Multi-Media Promotion, Materials & Advertising</p>	\$30,000
12	<p>IT Support, GIS, Software & Website Mgmt.</p>	\$22,500
13	<p>Total Proposed FY25 Budget</p>	\$6,174,000
14	<p>Less: Reserve Fund-Cash on Hand as of March 31, 2024</p>	\$1,800,000
15	<p>Measure M Funds Requested for FY25 Budget</p>	\$4,374,000



High Desert Corridor JPA FY 25 Work Program

Planning and Programming Committee

May 15, 2024

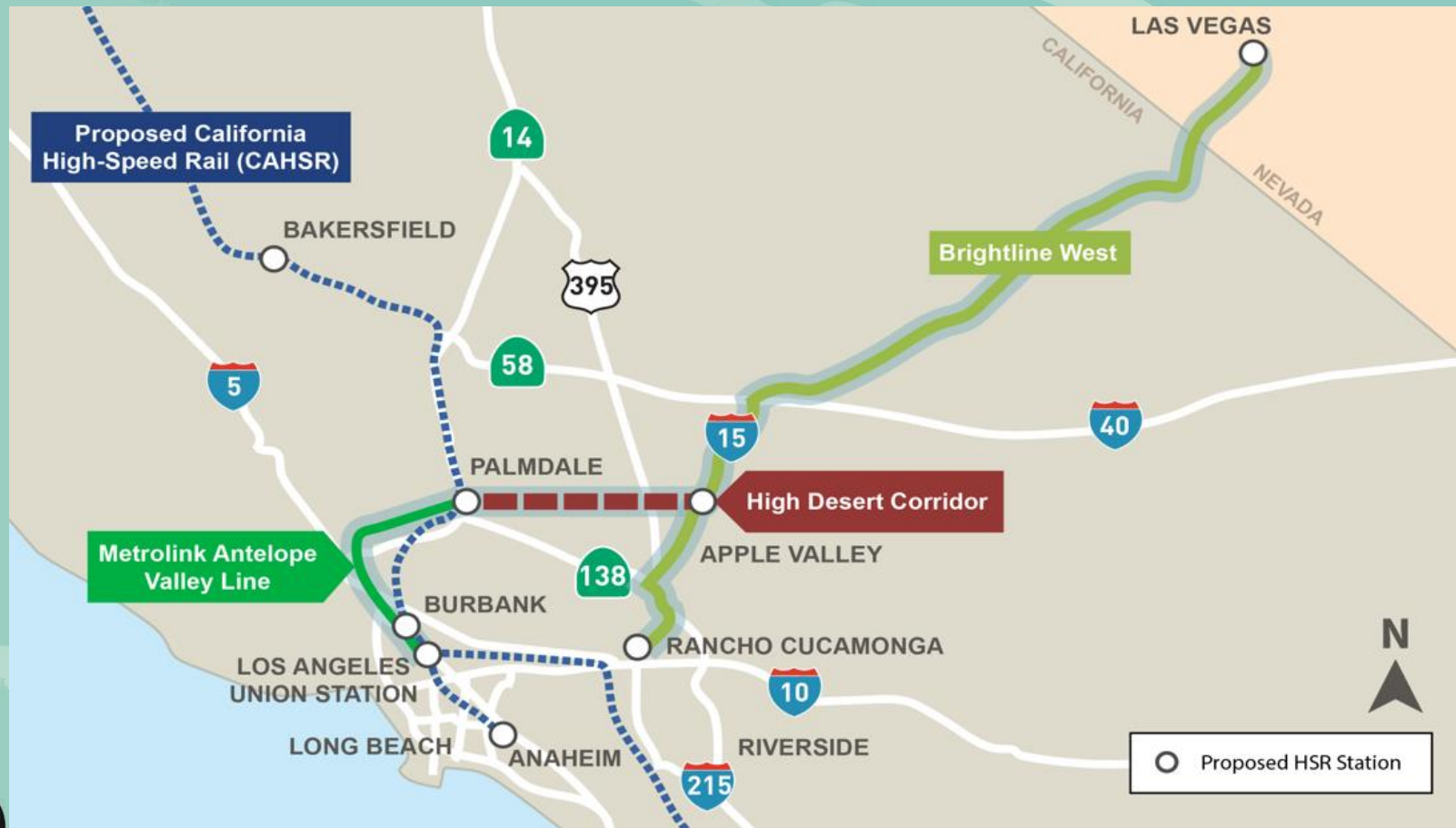
Legistar File 2024-0084



Metro

Recommendation

- APPROVE \$4,374,000 In Measure M High Desert Corridor MSP funds to the HDC JPA for the FY 25 work program



Metro

Background and Project Benefits

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
 - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
 - Future CAHSRA high speed rail service to Los Angeles and northern California
 - Current Metrolink commuter rail Antelope Valley Line
- Project benefits include:
 - Improved rail connectivity
 - Reduce greenhouse gas emissions
 - Equity benefits to underserved, low-income and disadvantaged communities
- Measures R provided \$33M to conduct environmental clearance.
- Measure M provided \$2.15B to further advance the High Desert Corridor.

Environmental Update and Previous Metro Board Actions

- In 2016 the High Desert Multi-Purpose Corridor (HDMC) received CEQA clearance for a corridor to include a freeway, rail, bicycle lanes, etc.
- In 2020 the freeway portion of the HDMC was eliminated.
- In 2021 the HDC JPA requested that FRA be the lead agency for NEPA compliance, issue a Record Of Decision (ROD), and revalidate the previous 2016 CEQA approval.
- ROD expected late 2024/early 2025

- In August 2020 Metro programmed \$5,000,000 to develop a Service Development Plan for the HDC.
- In April 2021 Metro programmed \$1,236,500 to HDC JPA for additional NEPA work, changes to the rail alignment and the FY 23 work program.
- In August 2022 Metro joined the Board of the new reformed HDC JPA.
- In January 2023, Metro programmed \$8,500,000 as local match to the HDC JPA for two grants.
- In May 2023, Metro programmed \$1,947,500 for the FY24 work program.

Service Development Plan

- Metro worked closely with key stakeholders and a consultant team to complete detailed ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- In January 2023, the draft SDP was submitted to the FRA for comment. FRA has delayed full review as the HDC JPA entered the new Corridor Identification and Development Grant Program.

Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 25 work program
- High Speed Rail Project environmental clearance/ROD is expected from the FRA late 2024/early 2025.
- The High Desert Corridor JPA will seek additional grant funding opportunities.
- As the Project advances, the HDC JPA will contract additional staff to prepare the 30% design documents.
- Staff will continue to brief the Board as the project advances.



Board Report

File #: 2024-0256, File Type: Plan

Agenda Number: 13.

**FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 15, 2024**

SUBJECT: FY25 AUDIT PLAN

ACTION: ADOPT RECOMMENDATION

RECOMMENDATION

ADOPT the Fiscal Year 2025 (FY25) Proposed Annual Audit Plan (Attachment A).

ISSUE

Management Audit Services (MAS) is required to complete an annual agency-wide risk assessment and submit an annual audit plan to the Board of Directors for approval.

BACKGROUND

The Board-approved Financial Stability Policy requires MAS to develop a risk assessment and an annual audit plan each year and present it to the Board. It also requires the Finance, Budget, and Audit Committee to provide input and approve the audit plan.

Certain projects included in the FY25 (Audit Plan) are identified as carryovers. These are FY24 Audit Plan projects initiated in FY24 but expected to be completed in FY25. Certain other projects from FY24 that were not initiated during the year but are still deemed important to execute are included in the Audit Plan in the priority category. These projects were not initiated due to resource constraints and special projects requested during FY24.

DISCUSSION

The FY25 Audit Plan is developed with consideration to the current state of the agency and the results of the agency-wide risk assessment. The agency-wide risk assessment incorporated research as well as input received from Metro’s leadership teams across the agency. MAS leveraged the risk assessment results to prepare an Audit Plan that is flexible, relevant, and risk based. The Audit Plan includes audit projects that add value, provide actionable information to support agency risk management efforts, and will lead to the achievement of organizational goals aligned with Metro’s Vision 2028 Strategic Plan and the CEO 2023 strategic aspiration placemat.

A. Risk Assessment

MAS staff performed an agency-wide risk assessment between January and March 2024. The agency-wide risk assessment is a structured, systematic process involving research and stakeholder engagement. The agency-wide risk assessment is the primary basis for selecting internal audit projects to add value and support the agency's objectives. The recognized risks varied in nature, the likelihood of occurrence, and their potential impact on the agency. The agency-wide risk assessment also identified areas of potential future opportunity related to the agency's goals and objectives.

To help MAS understand the various risks the agency currently faces and their potential impacts, MAS incorporated the following foundational principles in the development of the FY25 AAP which include:

- Identification of auditable units
- Identification of potential risks, including emerging risks
- Categorization of identified risks
- Assessment of the likelihood of identified risks
- Assessment of the impact of identified risks

The following risk categories were considered in the performance of the agency-wide risk assessment:

- Capital Project
- Financial
- Human Capital
- Information Technology
- Legal / Regulatory
- Operational
- Public Image / Reputational
- Safety / Security
- Environmental, Social, and Governance

B. Enterprise Risk Themes

The agency-wide risk assessment process led to the identification of the core enterprise-risk themes summarized below:

- **Staffing:** Metro leadership across many departments expressed concern related to the agency's ability to recruit and retain the critical workforce needed to fulfill the agency's mission, goals, and objectives. The inability to hire in an expedited time frame may lead to existing employees working beyond their capacity. In addition, widespread internal hiring creates vacancies in other departments and, therefore, additional hiring efforts. There is also concern that other employers may be more agile in their hiring efforts creating a challenge for the agency in competing for highly qualified candidates.
- **Public Safety:** Progress has been made in this area with Agency leadership anticipating benefits from opening its new Emergency Security Operations Center in FY 25. Opportunities exist for the agency to make greater use of data analytics and robotics and to deploy additional Transit Security Officers to bus-riding teams.

- **Operational:** The agency's ability to provide maintenance, including cleaning, mechanical upkeep, and security for all future projects opening in the near term was a risk mentioned by some stakeholders. This is reasonable, given that the increased ridership expected from the opening of newly completed projects will require increased maintenance efforts.
- **Capital projects:** As indicated in the 2023 Metro Construction Market Analysis, The agency accounts for 30% of the construction spending by public agencies within Southern California. Management expressed concern over the tight labor market for skilled labor needed for the agency's large-scale projects in the upcoming years. There is also both risk and opportunity for the agency as more projects are expected to be delivered in the future using collaborative delivery methods such as the construction manager/general contractor and progressive design-build methods.
- **Financial:** Some stakeholders expressed concern about having adequate funding to support the infrastructure augmentation needed to support upcoming major events, such as the 2026 World Cup and the 2028 Summer Olympic and Paralympic Games.
- **Environmental, Social, and Governance Risks:** There is continued concern about the potential for cyber-attacks against Agency systems and the ability to prevent, detect, and respond to cyber incidents using the latest tools, techniques, and methods. In general, there is also increased awareness that supply chains rely on ethically sourced materials.

There are also unique risks that do not fit clearly into one of the outlined major risk categories and unique risks that may have not been identified and/or presented during the agency-wide risk assessment. MAS will continue to assess emerging risks throughout FY25 and, if necessary, adjust the Audit Plan.

C. Audit Plan

The FY25 Audit Plan is based primarily on the results of the agency-wide risk assessment.

Scores were assigned to individual risks in our risk assessment, with consideration given to the potential likelihood and impact of the individual risks. Individual risk scores fall into a range that encompasses low to high. Higher risk scores occur when the risk identified is high in likelihood and potential impact. These risk scores helped guide the selection of projects for inclusion in the FY25 Audit Plan.

Risk scores were not the only guide used by MAS to select audit projects for the FY25 Audit Plan. Additional factors considered included:

- Perceived strength of management controls
- Prior audits or reviews
- Subject matter expertise/capacity required by MAS to perform an audit or review
- Complexity of the risk area
- Input from senior leadership

Accordingly, the Audit Plan includes audit projects to address areas of moderate risk that are expected to add value, mitigate potential future risks, and support the achievement of agency goals and objectives.

The FY25 Audit Plan includes 12 audit projects in three categories: priority, discretionary, and carryover.

- Priority: Audit projects that will be given primary focus during FY25.
- Discretionary: Audit projects that MAS will perform based on the status of priority and carryover projects and time and resources permitting.
- Carryover: Audit projects initiated in FY24 and will be completed in FY25.

A summary of the FY25 priority, carryover, and discretionary audits is provided in Attachment A.

The FY25 Audit Plan also includes the required Contract and Financial Compliance Audits throughout the year. These audits include contract pre-award and incurred cost audits as requested by Vendor/Contract Management, incurred cost audits of various grant projects, and external financial and compliance audits of Metro and sub-recipients.

Professional audit standards and leading practices indicate that the agency is best served if the audit plan is a dynamic plan that can be modified based on changing business conditions, the discovery of new information, or areas being elevated to priority status based upon the needs of the Board of Directors, Chief Executive Officer, and/or senior leadership.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro patrons or employees.

FINANCIAL IMPACT

No financial impacts are associated with the approval of the FY25 Audit Plan.

EQUITY PLATFORM

In applying an equity lens to the FY25 Audit Plan, MAS will inquire of departments when conducting the audits if any applicable and required Metro equity assessments were completed.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The projects included in the Audit Plan directly or indirectly support various goals outlined in Metro's Vision 2028 Strategic Plan and the CEO 2023 strategic aspiration placemat.

ALTERNATIVES CONSIDERED

An alternative is not to approve the Audit Plan. This is not recommended since it is a management tool to systematically assign resources for the delivery of an agency-wide audit plan in accordance with the Financial Stability Policy. Additionally, the development of an annual internal audit plan is consistent with the MAS Audit Charter and with Generally Accepted Government Auditing Standards.

NEXT STEPS

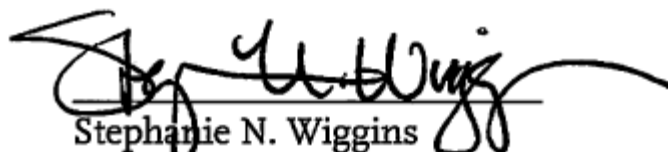
Upon Board approval, MAS will develop the FY25 Audit Plan schedule and deliver quarterly status reports to the Board of Directors.

ATTACHMENTS

Attachment A - FY25 Proposed Audit Plan

Prepared by: Kimberly L. Houston, Deputy Chief Auditor, (213) 922-4720
Alfred Rodas, Senior Director, Audit, (213) 922-4553

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101


Stephanie N. Wiggins
Chief Executive Officer

Priority Projects

Security Response to Reported Issues

Office: Chief Safety Office / Customer Experience Office

Objective: Assess the management and measurement process of Metro security personnel to distress calls from employees and the public.

Personnel Hiring Process

Office: Chief People Office

Objective: Examine the hiring process for new employees and identify any challenges to the process being agile and efficient.

Gold (L) Line Extension

Office: Program Management / Operations

Objective: Assess the oversight of Program Management and Operations over the construction efforts of the Foothill Gold Line Construction Authority and review preparations for operations when the Pomona station opens.

Project Management of Planning Phase Activities

Office: Planning & Development

Objective: Assess Planning & Development's Mobility Corridors project management processes for major projects during the planning phase including Right of Way acquisition, environmental, and preliminary design and engineering.

Management of Metro Project Grant Funding

Office: Planning & Development

Objective: Assess the process related to grant funding of major projects, including procedures for identification of funding sources, monitoring grant activity, and communication.

Information Technology Governance

Office: Chief People Office

Objective: Assess Metro's IT governance effectiveness, including assessing if established practices are followed and working as intended.

Discretionary Project

State of Good Repair (SGR) Assessment Process

Office: Operations / Chief Safety Office

Objective: To evaluate the process for assessing the condition and maintenance of Metro's inventoried transit assets in compliance with FTA and CPUC requirements. Also examine how forecasting is done for SGR projects, including reviewing if activities are being done in accordance with forecasting schedules.

Continuous Auditing Of Capital Projects

Office: Program Management

Objective: Review capital projects for effectiveness and efficiency of Metro project procedures for critical project areas such as change management, quality management, and risk management.

Carryover Projects

Division 20 Portal Widening Project
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Office:	Program Management
Objective:	Evaluate the overall project management processes for the Division 20 Portal Widening project.

Employee Health Benefits

Office:	Chief People Office
Objective:	Assess the controls over the accuracy and completeness of data related to employee enrollment, claims, and benefits.

Physical Security Monitoring Equipment

Office:	Chief Safety Office / Operations / Chief People Office
Objective:	Assess the process used to ensure that physical security monitoring equipment (audio/video and intrusion detection) is in good working order and that the data it produces is monitored and responded to appropriately, in accordance with established policies and procedures.

Supply Chain Ethics Management

Office:	Strategic Financial Management and Ethics Office
Objective:	Assess actions taken by Metro to address current and future supply-chain reputational and ethical risks.

Contract, Financial and Compliance Audits
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Contract Pre-Award Audits

Office:	Strategic Financial Management
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Objective:	Perform pre-award audits for procurements and modifications
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Incurred Cost Contract and Grant Audits
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Office:	Planning and Development / Program Management
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Objective:	Verify whether costs are reasonable, allowable, and allocable on cost-reimbursable contracts and grants for contractors and grantees, respectively
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Financial and Compliance External Audits

Offices:	Agencywide
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Objective:	Complete legally mandated financial and compliance audits
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Business Interruption Fund

Offices:	Strategic Financial Management
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Objective:	Verify the Business Interruption Fund (BIF) Administrator's compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Business Interruption Fund (BIF) Administrative Guidelines and Fund Disbursement Procedures.
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FY25 Proposed Annual Audit Plan

Finance, Budget and Audit Committee

May 15, 2024



MANAGEMENT AUDIT SERVICES

Risk Assessment Results

A risk assessment was done to identify areas of high importance which resulted in a tentative workplan with three project categories:

- *Priority projects* which are deemed to be of high importance and will be worked on first.
- *Discretionary projects* which are less critical but that will be performed as time and resources permit.
- *Carry Over projects* which are projects initiated in FY24 to be completed in FY25.

Category Factors

Relevance

Potential
Value

Timely
Completion

Resource
Balancing

Stakeholder
Feedback

Risk Discussion Themes



Proposed Audit Plan

Priority	Discretionary	Carry Over
Security Response to Reported Issues	State of Good Repair Assessment Process	Division 20 Portal Widening Project
Personnel Hiring Process	Continuous Auditing of Capital Projects	Employee Health Benefits
Gold (L) Line Extension		Physical Security Monitoring Equipment
Project Management of Planning Phase Activities		Supply Chain Ethics Management
Management of Metro Project Grant Funding		
IT Governance		

Next Steps

- Initiate kick-off process – July 2024
- Quarterly reporting to the Board – through June 30, 2025

Questions



Board Report

File #: 2024-0063, File Type: Contract

Agenda Number: 16.

**CONSTRUCTION COMMITTEE
MAY 16, 2024**

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT - FINAL DESIGN SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD Contract No. AE112357000 to prepare Plans, Specifications, and Estimates (PS&E) for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) to HDR Engineering, Inc., in the amount of \$29,846,544 subject to resolution of properly submitted protest(s), if any; and
- B. EXECUTE individual Contract Modifications within the CEO’s Board approved authority.

ISSUE

Board approval is required to execute the contract to complete PS&E for the Project. PS&E is the next phase in the project development process and must be completed before construction can begin.

BACKGROUND

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

Following the completion of the environmental phase in April 2022, the Board certified the final environmental impact report (FEIR) and approved the Project. The approved Project entered Advanced Preliminary Engineering (APE), which includes advancing design work and continued coordination with the cities and communities along the corridor, and the Preliminary Engineering (PE) phase was completed in December of 2023.

The Construction Manager/General Contractor (CM/GC) approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of construction contractor input during the design phase before the start of construction.

There is currently an active procurement to support the CM/GC contract. Once the procurement process is completed, a recommendation to award the CM/GC contract will be brought to the Board for consideration.

The Project goals are to:

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

DISCUSSION

This contract for PS&E is to complete the final design for the Project. Finalizing the design requires managing resources and coordinating staff to monitor the progress of the contract, taking corrective action when necessary, and establishing controls and assuring quality to ensure the objectives of the PS&E phase of the Project are met. The services provided under the recommended contract will include the initiation, planning, execution, control, and closeout of the PS&E process.

PS&E work will require extensive coordination between Metro, the Cities of Los Angeles, Burbank, Glendale and Pasadena, Caltrans, and two supporting contracts including:

- Program Management Support Services (PMSS) contract; and
- Construction Manager/General Contractor contract

The PS&E firm will develop the final design and approved-for-construction plans and specifications by providing highly skilled and qualified individuals to work collaboratively with Metro staff, the PMSS consultant, the CM/GC contractor, and third-party stakeholders.

By utilizing the CM/GC approach to deliver and construct the Project, the construction contractor will provide feedback during the design development phase before the start of construction. The PS&E team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through four municipalities and is built entirely within the public right-of-

way. The PS&E is responsible for developing the design in accordance with the applicable standards of each municipality along the alignment, with extensive coordination and design reviews with each City. The design for the Project will be packaged in five (5) segments (North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena) to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the four municipalities.

The PS&E team will also support the Project's outreach and communications plan with technical input, engineering drawings, and other information critical to supporting robust community and other stakeholder engagement.

DETERMINATION OF SAFETY IMPACT

This action will have no detrimental impact on safety.

FINANCIAL IMPACT

The FY2024 adopted budget includes \$2,000,000 in Cost Center 8510, Project 871401 for the Project PS&E. Since this is a multi-year contract, the Chief Program Management Officer and Project Manager will be responsible for budgeting in the future years.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of \$267 million with an additional \$50 million in SB1 funds, for a total of \$317 million.

The source of funds for this action is Measure M 35% dedicated to this project by ordinance.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 37.69% Small Business Enterprise and 3% Disabled Veteran Business Enterprise (DBVE) commitment.

The PS&E proposal evaluation criteria allocated a possible five points out of 100 to the proposing firm's demonstration of a well-defined approach to ensure that Cultural Competency is considered and executed in the performance of the Scope of Services. Proposers were instructed to reference policies and practices at the organizational level as well as values and behaviors at the individual level that will establish reciprocal relationships that support trustworthy communication between the Project team and the community.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities.

The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and will continue this robust outreach during design and construction activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

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

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended PS&E contract for the Project. This alternative is not recommended because the use of an experienced PS&E contractor is necessary to advance the conceptual level design to construction ready documents.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE112357000 with HDR Engineering Inc., for PS&E services.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Anthony DeFrenza, Senior Director, Construction Management, (213) 922-7170
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Reviewed by: Timothy Lindholm, Chief Program Management Officer (Interim), (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT –
FINAL DESIGN SERVICES / AE112357000

1.	Contract Number: AE112357000	
2.	Recommended Vendor: HDR Engineering, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/31/2023	
	B. Advertised/Publicized: 8/31/2023	
	C. Pre-Proposal Conference: 9/21/2023	
	D. Proposals Due: 10/16/2023	
	E. Pre-Qualification Completed: 3/12/2024	
	F. Ethics Declaration Forms Submitted to Ethics: 10/19/2023	
	G. Protest Period End Date: 5/20/2024	
5.	Solicitations Picked up/Downloaded: 103	Proposals Received: 3
6.	Contract Administrator: Anush Beglaryan	Telephone Number: (213) 418-3047
7.	Project Manager: Anthony Defrenza	Telephone Number: (213) 922-7107

A. Procurement Background

This Board Action is to approve Contract No. AE112357000 issued in support of Plans, Specifications, and Estimate (PS&E) Services for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. Board approval of contract awards are subject to the resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable plus fixed fee.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 2, 2023, clarified Exhibits.

On September 21, 2023, a virtual pre-proposal conference was held with a total of 46 individuals in attendance. There were three sets of questions and responses released prior to the proposal due date.

A total of 103 firms downloaded the RFP and were registered in the plan holder's list. A total of three proposals were received on October 16, 2023.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Engineering Office, Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Degree of the Skill and Experience of Proposed Team	45 Points
• Effectiveness of Project Management Plan	20 Points
• Project Understanding and Approach	30 Points
• Approach to Cultural Competency	<u>5 Points</u>
	100 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the Degree of the Skill and Experience of Proposed Team and Project Understanding and Approach.

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

All three proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Arcadis
2. HDR Engineering, Inc.
3. STV, Inc.

During November and December 2023, the PET reviewed and scored each proposal. On January 23, 2024, the PET met and interviewed all three firms. The firms' project managers and key team members had an opportunity to present each team's experience and qualifications for completing design work on similar projects.

Qualifications Summary of Recommended Firm:

HDR Engineering, Inc. (HDR) demonstrated similar past PS&E experience with BRT projects and has proposed a highly qualified team that possesses public transportation experience and has successfully delivered more than 80 BRT projects nationwide. Their proposal provided a thorough understanding of the project and

their approach to performing the design work. HDR achieved the highest average score of 4.33 for their Approach to Cultural Competency.

After evaluation of proposals and interviews, the PET’s recommendation in the order of ranking is shown in the table below:

1	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
2	HDR ENGINEERING, INC.				
3	Degree of the Skill and Experience of Proposed Team	94.82	45.00%	42.67	
4	Effectiveness of Project Management Plan	80.00	20.00%	16.00	
5	Project Understanding and Approach	78.89	30.00%	23.67	
6	Approach to Cultural Competency	86.67	5.00%	4.33	
7	Total		100.00%	86.67	1
8	STV, INC.				
9	Degree of the Skill and Experience of Proposed Team	74.82	45.00%	33.67	
10	Effectiveness of Project Management Plan	68.33	20.00%	13.66	
11	Project Understanding and Approach	85.57	30.00%	25.67	
12	Approach to Cultural Competency	73.33	5.00%	3.67	
13	Total		100.00%	76.67	2
14	ARCADIS				
15	Degree of the Skill and Experience of Proposed Team	68.89	45.00%	31.00	
16	Effectiveness of Project Management Plan	75.00	20.00%	15.00	
17	Project Understanding and Approach	83.33	30.00%	25.00	
18	Approach to Cultural Competency	80.00	5.00%	4.00	
19	Total		100.00%	75.00	3

C. Cost/Price Analysis

Consistent with Metro’s procurement procedures, prior to when the RFP was issued, Metro’s technical staff prepared an Independent Cost Estimate (ICE) based on the estimated Level of Effort (LOE) (staff positions/labor hours) required by the Scope of Services (SOS) included in the RFP. The ICE provided the basis for Metro’s development of pre-negotiation objectives and Metro’s negotiation position.

Subsequent to reviewing the cost proposal of the most qualified firm, staff initiated negotiations with the following objectives: (1) to negotiate and reduce the cost; (2) to clarify the proposer’s assumptions, estimates, inclusions and exclusions to the SOS; and (3) to arrive at a mutually agreeable fair and reasonable LOE and Not-to-Exceed (NTE) cost for this cost reimbursable contract.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
HDR Engineering, Inc.	\$41,808,116	\$18,982,200	\$29,846,544

HDR Engineering Inc.’s initial cost proposal was \$41,808,116. Staff successfully negotiated this down to \$29,846,544, reflecting a cost savings of \$11,961,572. Staff determined that HDR’s original cost proposal identified labor hours which were outside of the SOS included in the RFP. Also, HDR’s original cost proposal improperly included speculative contingency for risk of future regulations.

The difference of \$10,864,344 between Metro’s ICE and the negotiated NTE amount is due to the following factors:

- The project corridor encompasses four cities. The ICE assumed that within the PS&E team, two design groups would advance the design in parallel, each responsible for two of the four cities. HDR’s proposal includes staffing for five design groups, one for each of the four municipalities and one for the development of design for early works construction. The additional staffing necessary to coordinate work among five teams results in the largest difference between the ICE and the negotiated amount. During negotiations, HDR justified their proposed five-team approach as being the most efficient way to perform the project’s Scope of Services and manage the relationship with each of the four cities. Metro’s project team agrees that the improved ability to respond to the cities’ specific concerns afforded by this approach will mitigate the risk of overall project schedule impacts caused by one city or individual reviewer and warrants the additional staffing and costs as proposed by HDR.
- When the ICE was developed, the project cooperative agreements with the City of Burbank, City of Glendale, City of Los Angeles, and City of Pasadena were under development, with a target to finalize agreements before the PS&E contract was awarded. Three of the four agreements are still under negotiations; accordingly, some of the durations for city activities that have an impact on the overall design schedule have not been finalized. HDR’s approach provides for a 17.5-month overall design duration compared to a 16-month overall design duration assumed in the ICE. This additional time, which Program Management agrees with, allows for more flexibility in accommodating the cities’ reviewing durations within the overall proposed LOE.

The Metro project team, in collaboration with the PS&E team, will regularly evaluate the assigned PS&E staff and the organization of the PS&E team and work collaboratively to make adjustments as necessary to deliver the design as efficiently and cost-effectively as possible.

D. Background on Recommended Contractor

The recommended firm, HDR Engineering, Inc. (HDR), located in Los Angeles, CA, was founded in 1917. HDR's Los Angeles office has been in business for more than 17 years and has been conducting business with various Los Angeles agencies, including LA Metro. HDR has demonstrated successful past similar experience providing PS&E services for other major transit projects in Los Angeles County as well as actively working on Metro projects such as the I-105 ExpressLanes, Southeast Gateway Line (Formerly West Santa Ana Branch Transit Corridor), and Purple (D Line) Extension Project.

DEOD SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT –
FINAL DESIGN SERVICES / AE112357000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 24% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HDR Engineering, Inc. (HDR), exceeded the SBE goal by making a 37.69% commitment and met the DVBE goal with a 3% commitment.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	37.69% SBE 3% DVBE
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	SBE Subcontractors	% Committed
1.	Coast Surveying, Inc.	1.08%
2.	D'Leon Consulting Engineers	10.44%
3.	Geo-Advantec, Inc.	2.44%
4.	Kroner Environmental Services, Inc.	0.28%
5.	Monument ROW	0.29%
6.	MPF, Inc.	4.66%
7.	Tatsumi and Partners, Inc.	4.91%
8.	V&A, Inc.	10.44%
9.	WEFAS Architecture	3.15%
	Total SBE Commitment	37.69%

	DVBE Subcontractors	% Committed
1.	Amheart Solutions	3.00%
	Total DVBE Commitment	3.00%

B. Local Small Business Preference Program (LSBE)

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0397, File Type: Budget

Agenda Number: 17.

CONSTRUCTION COMMITTEE MAY 16, 2024

SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by \$225,000,000 from \$3,128,879,593 to \$3,353,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

The Project has reached the ninth year of its anticipated 10-year duration, and as of April 2024 is 91% complete. Currently, the Project has less than 3% of its current LOP budget contingency remaining. It is expected that this contingency will be exhausted by June 2024. This Board Report requests an LOP budget increase to address several unresolved requests for changes (RFCs). This LOP budget increase encompasses the settlement of a comprehensive claim submitted by the design/build Contractor, Skanska Traylor Shea (STS), which resolves thirty-three unresolved RFCs as well as a request for an extension of Contract Time. It also provides additional funding that is needed for real estate and professional services that were impacted by schedule delays, while replenishing sufficient contingency needed for the remainder of the Project.

BACKGROUND

Section 1 of the nine-mile Purple (D Line) Extension Project represents the initial phase of three sections, all part of Metro's Measure R Program. This section, entirely underground, encompasses the construction of approximately 3.92 miles of double-track heavy rail subway and introduces three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. Additionally, it includes the procurement of 34 heavy rail vehicles and the construction of a Maintenance-of-Way and Non-Revenue Vehicle Building at the south end of the existing Division 20 Yard (Location 64).

Wilshire/La Brea and Wilshire/Fairfax fall under the jurisdiction of the City of Los Angeles, while the Wilshire/La Cienega Station is within the jurisdiction of the City of Beverly Hills.

On July 24, 2014, Metro's Board approved the LOP budget of \$2,773,879,593 for the Project. Subsequently, on November 4, 2014, a 107-month design/build contract (C1045) was awarded to Skanska, Traylor, and Shea (STS). The Notice to Proceed was issued on January 12, 2015. On August 27, 2020, the Board authorized a \$200 million increase to the LOP budget. This adjustment aimed to address differing site conditions, an increase in third-party and safety requirements, and changes in scope-related items. The Wilshire/San Vicente anomaly was identified as a potential change to the Project at that time. However, the full extent of the scope of work needed to safely tunnel through the intersection and the associated risks to the Project schedule were not fully known.

On May 27, 2021, the Board authorized a \$150 million increase to the LOP budget. This allocation was intended to address the challenges associated with the Wilshire/San Vicente anomaly.

DISCUSSION

The settlement agreement between Metro and STS is the result of several months of fact-finding on Contract Time, along with numerous meetings, discussions, and exchanges of information. These discussions clarified specific cost and schedule elements in STS's submitted comprehensive claim.

This Project has been adversely affected over the last nine years by unforeseen third-party requirements, including changes mandated by LADWP, LABOE, and the City of Beverly Hills. Additionally, the Project has encountered differing site conditions (DSCs) at various locations. At Wilshire/La Brea Station, additional water was encountered during excavation. At Wilshire/Fairfax Station, along with the adjacent tunnels, the Project faced additional gas mitigations. Similarly, at Wilshire/La Cienega Station and the adjacent tunnel, the Project had to address anomalies discovered along the tunnel alignment and contend with additional water during Station excavation.

In addition to the DSCs outlined above, the Contractor has submitted over thirty RFCs that were not funded in the previous LOP budget Board requests. The Project attempted to resolve some of these RFCs through the use of the Alternate Disputes Resolution (ADR) process, which included a Disputes Review Board (DRB) and the use of a Neutral Evaluator (NE). This ultimately allowed Metro and the Contractor to reach a settlement agreement, which is included in this LOP budget request.

Although most STS claims are resolved within this requested LOP budget increase, there remains a claim from STS that is still a disputed item, which is RFC-12. Within RFC-12, STS continues to claim entitlement to delay compensation for its inability to complete the Project early. Since Metro continues to dispute this claim, the requested amount in this Board Report does not include any amounts for the claim.

Planned Project Completion

The Project has commenced its systems integration phase, leveraging insights gleaned from the recently inaugurated Crenshaw/LAX and Regional Connector Projects. Throughout these systems integration processes, the Project's management team communicated with their mega-project counterparts, actively learning from their experiences and successes.

Additionally, key staff members from Metro who contributed to the systems integration of the Crenshaw/LAX Project are now working on this Project. Furthermore, STS served as a major joint venture partner on the Regional Connector Project and employs the same systems integration team for this Project. This is consistent with OIG recommendations on construction best practices, fostering a culture of reporting lessons learned to those involved in capital projects, thereby ensuring the utilization of all insights to enhance each project throughout its planning, design, development, and construction phases.

The Project maintains a robust partnership with Metro Operations, facilitating multiple weekly meetings to review ongoing project scopes, particularly at the existing Wilshire/Western Station interface. The Project is coordinating the receipt of critical materials from the Metro Red (B) Line Yard and reviewing support measures for testing and startup.

Although The Project's systems integration phase is in its initial stages, proactive measures are underway to ensure its successful and timely completion. The Project anticipates the substantial completion date of July 5, 2025.

Economic Benefits of the Project

The economic benefits of the Project have been calculated using the REMI TranSight modeling tool using year of expenditure dollars (YOE\$). The model extends the economic impacts previously calculated by LAEDC beyond the construction phase and into the operations and maintenance phases and accounts for economic activity in addition to construction. This allows benefits such as travel time savings, emissions reductions, leisure time savings, and safety impacts, in addition to the economic stimulus from the public investment to be incorporated, as well as the impact from permanent operating jobs created after the Project is placed in service. REMI is the leading software solution for evaluating the total economic effects of transportation policy and is used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG). The total Project investment (including capital, interest, and operations and maintenance expenditures) is estimated to generate about \$5.2 billion in direct, indirect, and induced economic output for the Los Angeles regional economy through FY 2047. These figures consider this segment of the Project in isolation. The potential economic benefits that the Project creates for other components of the transportation network by increasing passenger trips and connectivity are not separately estimated. The Project is also expected to generate 30,600 construction jobs and 34,000 non-construction jobs (Each job is equivalent to a full-time position for a one-year period).

Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) are applicable to the Project's design/build contract (C1045). The Contractor is committed to complying with the PLA/CCP workforce requirements. As of March 2024, the Contractor is achieving the 40% Targeted Worker Goal (from economically disadvantaged areas) at 63.69%, the 20% Apprentice Worker Goal at 20.14%, and the 10% Disadvantaged Worker Goal at 11.66%. Female participation is at 3.97%, equivalent to a grade of C, and is anticipated to continually increase as construction progresses.

DETERMINATION OF SAFETY IMPACT

This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

FY24's budget provides the necessary funds under Project 865518 Purple (D Line) Extension Project Section 1 and in Cost Center 8510 (Construction Project Management).

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds for the recommended actions is local Measure R 35% Transit Capital. These funds are not Subregional Equity Program funds nor eligible for operating costs.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan, as shown in Attachment A. With respect to the \$225,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, a shorter segment, and has determined these are not feasible. The source of funds to address the LOP budget increase is Measure R Transit Capital (35%). The Measure R ordinance includes \$4,074,000,000 that can be expended on the Project, and the Board has approved transfers of Measure R to the Westside Subway Extension totaling \$415,391,156. Before the proposed LOP budget increase to the Project, the Board approved \$4,110,355,492 of Measure R for the Westside Subway Extension Sections 1, 2, and 3, and for Division 20.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. In summary, the Policy was developed in recognition that some projects would need

additional funding, and the Policy provides a consistent and equitable process to ensure that financial impacts are limited to the local area where the project is located and do not have a region-wide impact.

The Policy defines a cascading list of actions that can be taken. Since the Project is so far along, actions such as value engineering or changes in scope are no longer feasible. Additional funding is the only option.

EQUITY PLATFORM

The Project is located in the Cities of Los Angeles and Beverly Hills and is not within any Equity Focus Communities. However, once the Project is completed, it will directly and positively impact the surrounding communities of color as well as EFC populations who work on the westside. The completed Project will provide opportunities such as improved mobility and access to not only employment on the Westside but also other parts of the City, improving the overall quality of life. The LOP budget increase will support the completion of the Project so that EFC populations can benefit from improved mobility.

The Contract has Disadvantaged Business Enterprise (DBE) goals of 17.0% for construction and 20.3% for design. The current level of participation as of February 2024 is 18.91% for construction and 22.34% for design.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro cannot complete the Project according to the current schedule.

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation.

ATTACHMENTS

Attachment A - Funding Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Attachment C - Projected Breakdown of Cost Allocation for \$225 Million

Prepared by:

James Cohen, Senior Executive Officer, Project Management (323) 900-2114

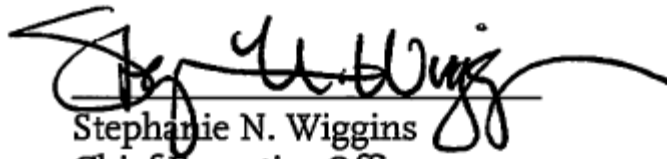
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
PURPLE (D LINE) EXTENSION PROJECT SECTION 1
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project 865518	Current LOP Budget (May 2021)	Proposed LOP Budget Revision	Prior Expenditures	FY24	FY25	FY26	LOP Budget Forecast	% of Total
Uses of Funds								
Construction	2,093.3	2,359.1	1,805.7	347.8	196.1	9.6	2,359.1	70.3%
Right-of-Way	203.0	210.9	188.6	10.0	10.0	2.3	210.9	6.3%
Vehicles	108.3	108.3	31.7	28.2	30.4	18.0	108.3	3.2%
Professional Services	616.5	623.2	511.3	53.5	43.6	14.9	623.2	18.6%
Project Contingency	68.4	13.0	-	5.0	6.6	1.3	13.0	0.4%
Subtotal Project	3,089.5	3,314.5	2,537.3	444.5	286.7	46.1	3,314.5	98.8%
Environmental/Planning	39.4	39.4	39.4	-	-	-	39.4	1.2%
Total Project Cost	3,128.9	3,353.9	2,576.7	444.5	286.7	46.1	3,353.9	100.0%
Sources of Funds								
Section 5309 New Starts	1,250.0	1,250.0	937.8	291.9	20.4	-	1,250.0	37.3%
Section 5309 New Starts - American Rescue Plan Act of 2021	66.4	66.4	66.4	-	-	-	66.4	2.0%
Congestion Mitigation & Air Quality Program (CMAQ)	12.2	12.2	12.2	-	-	-	12.2	0.4%
Section 5339 Alternatives Analysis	0.5	0.5	0.5	-	-	-	0.5	0.0%
Measure R 35% (TIFIA Loan Proceeds)	749.3	749.3	749.3	-	-	-	749.3	22.3%
Measure R - Transit Capital (35%)	909.4	1,109.8	688.9	130.6	244.3	46.1	1,109.8	33.1%
Measure R 35% from Crenshaw*	83.6	83.6	83.6	-	-	-	83.6	2.5%
Local Agency Transit Project Contributions	75.3	75.3	31.3	22.0	22.0	-	75.3	2.2%
Repayment of Capital Project Loans (Fund 3562)**	(20.4)	0.0	0.0	-	-	-	0.0	0.0%
Transportation Development Act (TDA) - Admin	-	4.1	4.1	-	-	-	4.1	0.1%
Regional Improvement Program Funds (RIP)	2.6	2.6	2.6	-	-	-	2.6	0.1%
Total Project Funding	3,128.9	3,353.9	2,576.7	444.5	286.7	46.1	3,353.9	100.0%

* Board Report Item 2021-0222

** The remaining \$20.4M million of Capital Project Loans were fully repaid in FY23.

ATTACHMENT B

Westside Purple Line Extension Section 1 Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The purpose of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 1 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board on May 20, 2021, at \$3,128,879,593. The Project is now subject to the Policy analysis due to a proposed \$225,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2026. The Project anticipates the revenue service date to extend through the summer of 2025. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue before taking any action to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The scope increases to mitigate unavoidable unforeseen conditions were evaluated and deemed necessary. Delays caused by the mitigation of these anomalies have impacted follow-on construction activities. Due to the delays related to the San Vicente Anomaly which affected the Project's revenue service date (RSD), the Project requires the continuation of engineering, construction, and project management services. In addition, extensions to the existing temporary construction easement (TCE) agreements are also required. These TCE agreements are anticipated to be above and beyond the current real estate budget. As the project is nearing completion, scope reductions were not feasible.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R funding and is allocated a portion of the total \$4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan. The Board has also approved transfers of Measure R to Westside Subway Extension totaling \$415,391,156 from the Crenshaw/LAX project. Prior to the proposed LOP increase to the Project, the Board has approved \$4,110,355,492 of Measure R Westside Subway Extension programming for Sections 1, 2, and 3, and for Division 20.

The Project is located in the Central City and Westside subregions and has station locations in the cities of Beverly Hills and Los Angeles. Local funding resources from both subregions and the cities could be considered for the cost increase.

Subregional Programs

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The subregions could allocate a portion of the funding for the Project, which requires notice to and approval by the subregions. Metro staff has previously recommended that the Measure M Subregional Equity Program (SEP) is used to address cost increases in the respective subregion. Staff recommended the South Bay and Central City Area subregions allocate a portion of the SEP to address a \$90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocates \$126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse \$84,571,156 for a Westside Extension Section 1 cost increase, and Central City Area utilize SEP funding to address an \$11,900,000 shortfall on the Eastside Light Rail Access project (Board item #2020-0931). However, motion #2021-0435 from June 2021 states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions

The Cities of Los Angeles and Beverly Hills have Project stations and are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and is a requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project, and the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide “local return” funding to Los Angeles and Beverly Hills. Los Angeles will receive an estimated \$3.8 billion of local

return over ten years from FY 2023 to FY 2032 while Beverly Hills is expecting \$32 million that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is presumed these funds would similarly not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the Purple Line Subway Extension Section 1, Section 2, and Section 3 projects \$1.25 billion, \$1.187 billion, and \$1.3 billion, respectively, through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on all three sections by \$218,284,002. In addition, through federal budgetary action, FTA provided an additional \$59,583,554 for Section 1, and has accelerated much of all three sections' New Starts funding compared to the scheduled payments in the Full Funding Grant Agreement.

Metro used the additional New Starts to address \$66,428,844 of a \$150,000,000 cost increase for Section 1 in May 2021, a \$75,000,000 cost increase for Division 20 in February 2022, an \$80,000,000 cost increase for Division 20 in April 2023, the \$134,000,000 cost increase for Section 2 in July 2023, but no further capacity remains.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given that the Project has experienced cost increases, and the design/build contract has already been awarded.

Value Engineering

The requested Project cost increases are primarily due to the discovery of unexpected conditions in the path of construction. Value Engineering principles have been utilized to the extent possible to address the problems that were encountered. Efforts were made to select the best value option for each situation that balanced the need for a cost-effective solution while minimizing the potential impacts on project completion dates. If the obstructions had not been discovered and removed before the arrival of the tunnel boring machines (TBMs), the cost of extracting the damaged machines through the street surface above would have been considerably higher. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs.

Other Cost Reductions within the Same Transit or Highway Corridor or the Same Sub-region

The city and subregion have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

The city of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the

funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses. Currently, there is no meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project and all other projects are moving through their respective development process.

The subregions receive Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, West Santa Ana Branch, Vermont BRT, and Lincoln Blvd BRT. These projects have not been completed or have not completed their respective environmental processes. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

Countywide Cost Reductions and/or Other Funds

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. These funds are programmed for other uses in Metro's 2020 Long Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding, including operations-eligible funds, are limited due to the restriction on using Proposition A and C for the Project and include General Fund and Lease Revenues. To address the restriction on Proposition A and C for the new subway, Metro has previously implemented multi-project funding swaps where Proposition A and or C was programmed on a project and an equal amount of Measure R was then programmed on the subway project with the cost increase. Countywide funds would be considered if new local agency resources are not utilized for the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Improvement Program (RIP), Local Partnership Program (LPP), and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, before the current LOP increase, includes \$12.2 million of CMAQ, but no STBGP, RIP, and LPP are allocated. However, there is currently no capacity in the RIP or LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP is planned to be used for other purposes. CMAQ and STBGP program guidelines after the 2021 corrective action now require any new project or new project phase funded with CMAQ and/or STBGP funds to be subject to a formal nomination and competitive project selection process. As a result, programming additional CMAQ and STBGP to the Project would be more difficult and require additional time.

Recommendation

Metro staff recommends using \$225 million of local Measure R 35% Transit Capital for the proposed LOP budget increase.

ATTACHMENT C

Westside Purple Line Extension Section 1 Project Projected Breakdown of Cost Allocation for \$225 million

Amount	Description
\$194,000,000	<p>Construction Tunnels, Stations, Trackwork, Systems and Systems Integration Testing (D/B Contract C1045)</p>
\$8,000,000	<p>ROW, Land, Existing Improvements Extension of Temporary Construction Easement (TCE) lease agreements.</p>
\$10,000,000	<p>Professional Services</p> <ul style="list-style-type: none"> o EMSS - WSP: Engineering management support services providing design review support and assessment of engineering issues during construction. o CMSS - WEST: Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support. o Legal Services: County Counsel legal services to assist project management. o Third Party Coordination - City of Beverly Hills: Provides engineering, construction support and legal services for City Staff and Consultants associated with the D/B Contract C1045.
\$13,000,000	<p>Unallocated Project Contingency Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases.</p>
\$225,000,000	Total Increase

Board Report 2023-0397

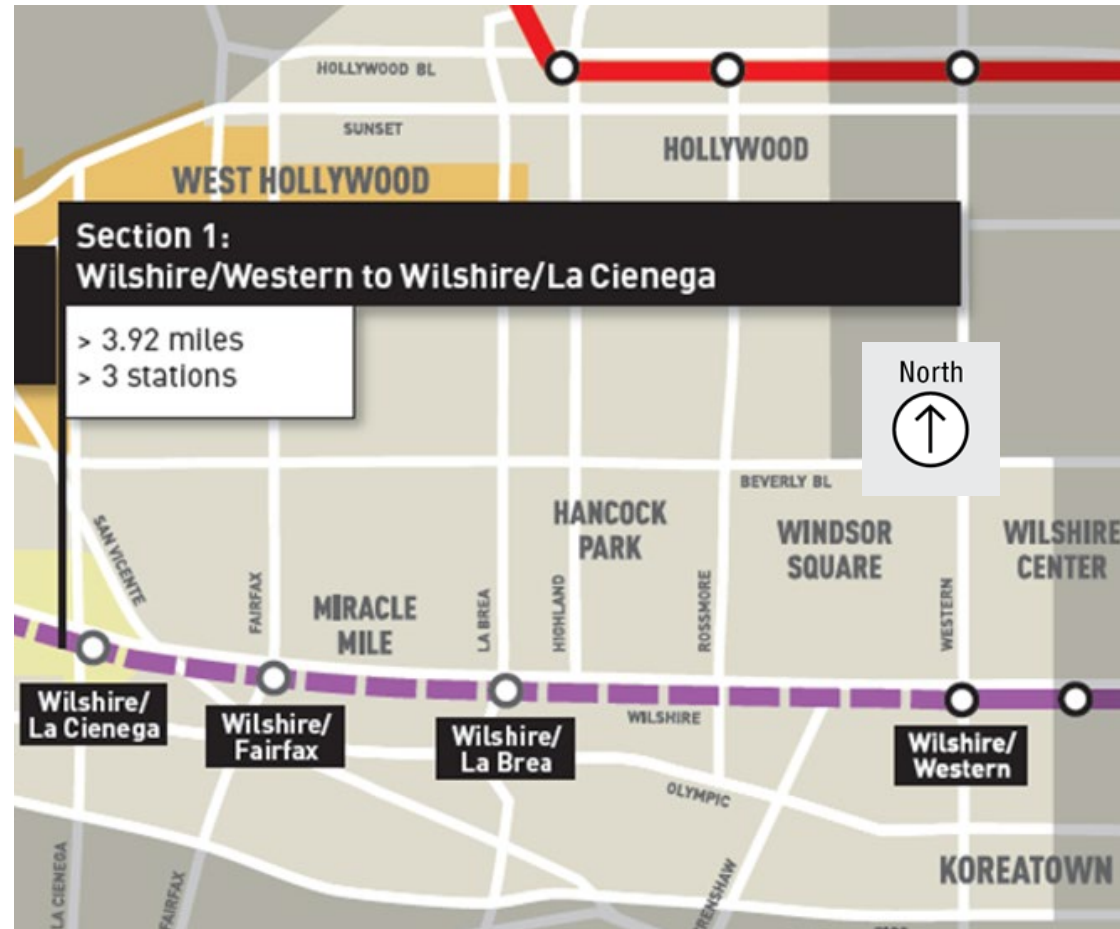
May 2024

Life of Project (LOP) Budget Increase

WESTSIDE PURPLE LINE EXTENSION SECTION 1

BACKGROUND

- The Project is currently 91% complete.
- With the implementation of the pending settlement agreement the anticipated Revenue Service Date (RSD) is Fall 2025.
- Estimated daily linked trips on the project using current year inputs of population and employment are 20,700. This number is expected to grow to 33,700 daily linked trips by 2035.



WESTSIDE PURPLE LINE EXTENSION SECTION 1

- The Design/Build Contractor submitted a \$480 million claim including 33 Request for Changes (RFCs) that were not funded in previous budget requests.
- The Project has negotiated a pending settlement agreement of \$190 million to address the Contractor's \$480 million claim, excluding RFC 12 (Delay, Schedule Mitigation, and Inefficiency).
- The recommended \$225 million budget increase will:
 - Provide funding for the pending \$190 million settlement of the Contractor's \$480 million claim.
 - Provide \$35 million in funding for Real Estate, Professional Services, replenishing contingency, and the extension of the Project for an anticipated RSD of Fall 2025.



Wilshire/Fairfax Station Porcelain Tile Installation



Wilshire/La Cienega Station LFAT Testing

WESTSIDE PURPLE LINE EXTENSION SECTION 1

LESSONS LEARNED

- Due to this Project's experienced DSC's, Program Management has implemented lessons learned for future geotechnical investigations as follows:
 - Conduct routine geotechnical investigations for all projects.
 - Early risk and reward identification based on potentially problematic areas identified in Phase 1.
 - Expand geotechnical investigations.
 - Further geotechnical investigations for certain contracts.
 - Utilize new technologies such as horizontal drilling and universal mapping.
- These geotechnical specification revisions are consistent with the 2023 OIG recommendations in regards to lessons learned and implementation on future underground projects.

RECOMMENDATION

APPROVE: AMENDING the Life of Project (LOP) budget by \$225,000,000

- Current LOP: \$3,128,879,593
- Revised LOP: \$3,353,879,593



Reach 1 Tunnel Cable Installation



Wilshire/La Brea Station Canopy



Board Report

File #: 2024-0082, File Type: Contract

Agenda Number: 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 16, 2024**

SUBJECT: ELEVATOR AND ESCALATOR CONSULTING SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1107770008370 to ATIS Elevator Inspections, LLC (ATIS) to provide regular and as-needed elevator and escalator consulting services systemwide, in the not-to-exceed (NTE) amount of \$1,015,470 for the three-year base period, \$390,590 for option year one, and \$385,990 for option year two, for a total combined NTE amount of \$1,792,050, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any.

ISSUE

The existing elevator and escalator consulting services contract expires on June 30, 2024. To avoid a lapse in service and continue providing safe, quality, regularly scheduled, and as-needed elevator and escalator consulting services, a new contract award is required, effective July 1, 2024.

BACKGROUND

On November 16, 2017, the Board of Directors awarded a firm fixed unit rate Contract No. OP884190003367 to Lerch Bates, Inc. to provide comprehensive elevator and escalator consulting services systemwide, effective January 1, 2018. Under the existing contract, the consultant is required to perform annual equipment audits and as-needed technical condition assessments on each of the existing 218 elevators and 163 escalators for a total of 381 units systemwide.

DISCUSSION

During the new contract period of performance, the scope of services will expand to include an additional 159 units, comprised of 78 elevators and 81 escalators, for an updated total unit count of 540 systemwide. The additional units are part of Metro’s system expansion projects, which require plan submittal reviews and the initial acceptance inspections prior to the start of the one year warranty and maintenance period, per the following:

- Regional Connector: 15 elevators and 12 escalators

- Airport Metro Connector (AMC): 11 elevators and 10 escalators
- A Line (Blue) Foothill Extension Phase 2B: 10 elevators
- D Line (Purple) Extension Phase I: 12 elevators and 18 escalators
- D Line (Purple) Extension Phase II: Eight (8) elevators and 12 escalators
- G Line (Orange) Grade Separation: Eight (8) elevators and eight (8) escalators
- D Line (Purple) Extension Phase III: 14 elevators and 21 escalators

This contract is critical to Metro's operations to minimize equipment downtime, maintain reliability and service availability, and ensure the provision of safe equipment operation for Metro employees and patrons. Additionally, this contract requires the consultant to closely monitor the maintenance contractor's performance by conducting annual audits of all units and recommending repairs in a timely manner. These annual performance audits and critical required reporting can only be performed by highly trained and certified professionals within the vertical transportation industry to verify proper equipment operation and ensure equipment conditions conform to the latest codes, regulations, and standards governing vertical transportation equipment.

The scope of services for the new contract recommended for award also supports new construction project activities requiring the consultant to perform as-needed services for reviewing and commenting on drawings, preparing technical specifications for new equipment additions, upgrades, and/or modifications, and conducting acceptance inspections of newly installed elevators and escalators. These actions are necessary to ensure compliance with Metro project specifications, American Public Transportation Association (APTA) guidelines, and State code requirements.

The new contract amount is 18% above the existing contract amount and 23% below the Independent Cost Estimate (ICE). Based on the significantly expanded scope of services to support the 42% increase in the number of units included under the new contract as part of the system expansion projects, the new contract amount recommended for award is considered fair and reasonable.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards by providing the necessary technical expertise to ensure compliance with product specifications, State code requirements, and sustaining a high level of equipment availability, while ensuring the delivery of safe, on-time, and reliable access to Metro employees and patrons.

FINANCIAL IMPACT

Funding of \$38,029.39 for elevator and escalator consulting services for the remainder of FY24 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible sales tax funding including Passenger Fares, Propositions A/C, Measures R/M, STA, and the Transportation Development Act. These fund sources are eligible for bus and rail operations. Use of these funding sources leverages maximum project fund use given approved guidelines and provisions.

EQUITY PLATFORM

Comprehensive elevator and escalator consulting services are critical to Metro's operations to ensure high levels of equipment availability with minimal downtime and impact to riders. The elevators and escalators throughout Metro's transit system play a vital role in riders' access, especially for patrons with mobility-impairments.

Metro customers, staff, and Transit Ambassadors, including those with Limited English Proficiency (LEP), can report vandalism, cleanliness, and maintenance issues through the Customer Relations numbers posted throughout Metro bus and rail facilities. Customers have the option of communicating with Metro through nine different languages using translation services. Metro also ensures translated signage is posted for systemwide elevators and escalators reported vandalized and/or out of service. On a monthly basis, Metro receives and responds to an average of 165 reports of vandalism, cleanliness, and maintenance issues. The response time is usually within 24 hours unless there are major mechanical issues requiring additional parts and materials with long lead times.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this Procurement due to lack of availability of certified firms able to perform the required technical expertise.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, and Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Specifically, the elevator and escalator consulting contract ensures equipment operation and compliance with the latest codes, regulations, and standards governing vertical transportation equipment.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendations. This option is not recommended as it would result in a gap in service significantly impacting Metro's system safety, operations, accessibility, and customer experience.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, Staff has analyzed insourcing/outsourcing options for elevator and escalator consulting services among other services. Based on the findings, elevator and escalator consulting services were not recommended for insourcing as this is a highly technical service requiring the

hiring and training of Certified Qualified Elevator Inspectors (QEI) and the purchase of additional equipment, vehicles, and supplies to support service delivery.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP1107770008370 with ATIS to provide regular and as-needed elevator and escalator consulting services systemwide effective July 1, 2024.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Lena Babayan, Executive Officer, Operations Administration (Interim), (213) 922-6765

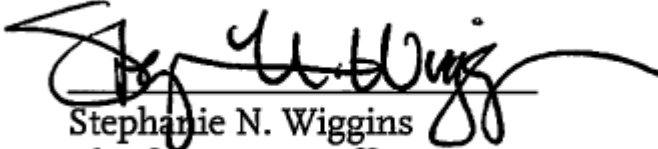
Carlos Martinez, Director, Facilities Contracted Maintenance Services, (213) 922-6761

Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by:

Conan Cheung, Chief Operations Officer, Transit Operations,
(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ELEVATOR AND ESCALATOR CONSULTING SERVICES / OP1107770008370

1.	Contract Number: OP1107770008370	
2.	Recommended Vendor: ATIS Elevator Inspections, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 26, 2023	
	B. Advertised/Publicized: October 26, 2023	
	C. Pre-Proposal Conference: November 6, 2023	
	D. Proposals Due: December 12, 2023	
	E. Pre-Qualification Completed: February 7, 2024	
	F. Ethics Declaration Forms Submitted to Ethics: December 12, 2023	
	G. Protest Period End Date: May 21, 2024	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 3
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: Mark Jackson	Telephone Number: (213) 922-6788

A. Procurement Background

This Board Action is to approve Contract No. OP1107770008370 to provide regular and as-needed consulting services in support of Metro's existing systemwide elevator and escalator maintenance contract. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On October 26, 2023, Request for Proposal (RFP) No. OP110777 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified small business firms that can perform the required services.

No amendments were issued during the solicitation phase of this RFP.

A total of 14 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on November 6, 2023, with two participants representing one firm in attendance. There were no questions received for this RFP.

A total of three proposals were received by the due date of December 12, 2023, and are listed below in alphabetical order:

1. ATIS Elevator Inspections, LLC
2. Bureau Veritas - National Elevator Inspection Services, Inc.
3. Lerch Bates Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Facilities Contracted Maintenance Services and Asset Management departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Minimum Qualifications Pass/Fail Criteria: To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

1. Proposer must have a minimum of three years of experience providing elevator/escalator monitoring and consulting services for at least three public or private entity clients with total combined billings of at least \$290,000 for each of the three years.
2. Proposer's project manager must have a minimum of three years of related skill and experience in performing elevator/escalator consulting services.
3. Proposer must assign a minimum of two Qualified Elevator Inspectors (QEI) certified by The American Society of Mechanical Engineers (ASME) to this project.

Weighted Evaluation Criteria: Proposers that met the Minimum Qualifications Pass/Fail Criteria were then evaluated based on the following weighted criteria:

- | | |
|---|-----|
| • Degree of the Proposer Skills and Experience | 25% |
| • Key Personnel | 20% |
| • Effectiveness of Management Plan, Understanding Work & Appropriateness of Approach for Implementation | 25% |
| • Price | 30% |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered when developing these weights, giving the greatest importance to price.

Evaluations were conducted from December 18, 2023, through January 29, 2024. The PET deemed all proposers responsive to the minimum qualifications pass/fail criteria and continued with the weighted evaluation.

The PET independently evaluated and scored the technical proposals and determined that ATIS Elevator Inspections, LLC (ATIS) was the highest-ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

ATIS Elevator Inspections, LLC

ATIS, founded in 2012 is headquartered in St. Louis MO, and has construction experience with Canadian public transportation projects, and modernization and maintenance projects in California. The Project Manager has over 12 years of experience performing elevator/escalator consulting services, including new construction, modernizations, and preventive maintenance and repair. The ATIS' local team also includes two Qualified Elevator Inspectors (QEI) certified by the American Society of Mechanical Engineers (ASME). The Project Manager and one of ATIS local QEI experts have previously provided consulting services to Metro. ATIS uses a field data collecting and reporting software with a mobile data collection application that simplifies scheduling and reporting and allows client access via a portal and provides rapid access to results as well as transparency into the scheduling and inspection processes.

Bureau Veritas - National Elevator Inspection Services, Inc.

National Elevator Inspection Services, Inc. (NEIS), incorporated in 1965 and headquartered in St. Louis, MO, became part of the Building and Infrastructure division of Bureau Veritas (BV) North America in 2006. BV-NEIS is a world-wide organization that provides vertical transportation equipment quality assurance and control. Its key personnel are knowledgeable in all forms of vertical transportation equipment including elevators, escalators, dumbwaiters, material lifts, moving walks, and chair lifts. BV-NEIS uses a proprietary Work Order Management System (WOM) for operations management and internal quality assurance and quality control.

Lerch Bates Inc.

Lerch Bates, Inc., incorporated in 1974, is headquartered in Englewood, CO. It is an employee-owned international consulting firm that specializes in vertical transportation, building logistics, forensics, enclosures, and structures. Lerch Bates uses an elevator and escalator auditing tool for scheduling audits and email notifications.

Lerch Bates has been providing as-needed elevator/escalator consulting services to Metro since 1996 and performance has been satisfactory. It is well acquainted with the requirements of Metro including the vertical transportation equipment comprising the Metro portfolio.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	ATIS Elevator Inspections, LLC				
3	Degree of the Proposer Skills and Experience	64.44	25.00%	16.11	
4	Key Personnel	73.35	20.00%	14.67	
5	Effectiveness of Management Plan, Understanding Work & Appropriateness of Approach for Implementation	64.44	25.00%	16.11	
6	Price	100.00	30.00%	30.00	
7	Total		100.00%	76.89	1
8	Bureau Veritas National Elevator Inspection Services, Inc.				
9	Degree of the Proposer Skills and Experience	73.32	25.00%	18.33	
10	Key Personnel	76.65	20.00%	15.33	
11	Effectiveness of Management Plan, Understanding Work & Appropriateness of Approach for Implementation	70.56	25.00%	17.64	
12	Price	81.63	30.00%	24.49	
13	Total		100.00%	75.79	2
14	Lerch Bates Inc.				
15	Degree of the Proposer Skills and Experience	72.24	25.00%	18.06	
16	Key Personnel	77.80	20.00%	15.56	
17	Effectiveness of Management Plan, Understanding Work & Appropriateness of Approach for Implementation	70.96	25.00%	17.74	
18	Price	78.33	30.00%	23.50	
19	Total		100.00%	74.86	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, an independent cost estimate (ICE), and technical analysis. It is 22.87% lower than Metro's ICE.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	ATIS Elevator Inspections, LLC	\$1,792,050	\$2,323,278	\$1,792,050
2.	Bureau Veritas National Elevator Inspection Services, Inc.	\$2,195,275		
3.	Lerch Bates Inc.	\$2,287,482		

The variance between the ICE and the recommended amount is attributed to low overhead costs. The proposer is using field data collecting and reporting software with a mobile data collection app that simplifies scheduling and reporting and reduces QEI administrative duties and administrative staff overhead.

D. Background on Recommended Contractor

ATIS Elevator Inspections, LLC, founded in 2012 is headquartered in St. Louis MO. It is a full-service vertical transportation management company providing elevator management, inspection, and consulting services, including engineering and design. In 2023, ATIS merged with KJA an elevator engineering and design firm in Canada and Liberty Elevator Experts, a Delaware based elevator consulting firm which expanded the company’s service offerings, capabilities and customer base. ATIS has 185 licensed qualified elevator inspectors and 85 experienced advisors spread across the US and Canada with a variety of unique and diverse elevator specialties.

ATIS currently oversees and manages more than 100 national portfolios, which account for more than 8,000 elevators. Its clients include City of Fairfax, State of Louisiana, State of Wisconsin and Hospitality Investors Trust.

DEOD SUMMARY

ELEVATOR AND ESCALATOR CONSULTING SERVICES/ OP1107770008370

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of small businesses. It is expected that ATIS Elevator Inspections, LLC will perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2024-0186, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 16, 2024

**SUBJECT: P3010 LIGHT RAIL VEHICLE COMPONENT OVERHAUL OF TRUCK SYSTEMS
(POWER AND NON-POWER AXLE) ASSEMBLIES**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AMENDING the Life of Project Budget for the P3010 Fleet Component Overhaul project by \$14,542,000 for a total of \$50,532,000; and
- B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No. MA101250000 to ORX Railway Corporation for transporting, inspecting, overhauling, and testing a total of 257 P3010 fleet truck systems assemblies including 88 individual gear unit spares for a firm fixed price amount of \$39,551,971.00, for a period of 49 months after the issuance of Notice to Proceed, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval to sustain passenger comfort and safety while ensuring the equipment operates within the designed reliability and longevity targets.

The P3010 rail car fleet manufacturer, along with its sub-suppliers, identified component level overhauls to vehicle systems, including friction brakes, propulsion, doors, the truck assembly including traction motor and gearbox, auxiliary power supply, coupler, master controller, pantograph, and heating ventilation/air conditioning equipment. Therefore, the P3010 overhaul program will require Board authorization for nine separate vendors and new component contracts to complete the project over a 5-year period. On February 22, 2024, the Board approved the 2nd overhaul project consisting of Battery Kit replacements.

BACKGROUND

The P3010 LRV fleet was originally placed in revenue service between 2016 - 2023 to support the opening of the previously named Expo Line and the Gold Line extensions, as well as the replacement of the P865/P2020 legacy Light Rail Vehicle (LRV) fleets that were decommissioned between 2017 - 2021. Today, the P3010 LRV operates on all of Metro's light rail lines, including A (Blue), C (Green), E (Expo), and K (Crenshaw) lines. The P3010 LRV fleet consists of 235 rail cars operating with consistent performance, reliability, and safety with an accumulated fleet mileage of 77,855,821 miles.

DISCUSSION

The Component Level Overhaul program consists primarily of repairing and replacing identified equipment that will be overhauled several times during the vehicle's life. This is the first of several overhaul cycles necessary to meet the vehicles' 30-year design life. Rail Fleet Services' (RFS) mechanical staff will perform the removal, testing, and reinstallation of the equipment overhauled by OEM contractors, as the Rail Fleet Service shops do not have the necessary expertise, tools, equipment, and space to perform the actual component overhauls. The contractors are required to meet the Federal Transit Administration (FTA), Association of American Railroad (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

Metro's Transit Vehicle Engineering (TVE) Department and Rail Fleet Services staff performed a technical review of the OEM 600,000 overhaul recommendations and concurred with each future overhaul project as described in the Heavy Repair Manuals. TVE also developed the Statement of Work and specifications for the contractor to follow.

The Component Level Overhaul program is mileage based on the current rollout and headway requirements. These overhauls will occur every five years throughout the vehicle's service life. The Component Level Overhaul is unlike the Mid-life Overhaul program, which typically involves an overhaul contractor and/or equipment replacement to the major systems while addressing obsolete parts and performance issues/upgrades. The Mid-life rehabilitation occurs at the vehicle's Mid-life, typically 15 years, and is scheduled to occur beginning in the calendar year 2031.

The original LOP of \$36M was established in 2021. Due to industry inflationary pressures the cost of materials and labor have significantly increased necessitating additional funding added to the original LOP in the amount of \$15.5M to cover these costs. The new LOP is \$50.5M to cover Metro's labor costs including a five year lookahead that coincides with the 600,000 mile component overhaul interval.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro. Therefore, it is critical for staff to meet maintenance and overhaul cycles as defined by the OEM while maintaining compliance with state and federal regulations as well as Metro's internal safety standards, policies, and procedures.

FINANCIAL IMPACT

Funding in the amount of \$5,320,000 for the Truck Systems Overhaul is included in the FY24 budget under approved Capital Project (CP) 214009. - P3010 Fleet Component Overhaul. Assuming approval of the LOP increase of \$14,542,000, bringing the LOP up to \$50,532,000, this action is within the project LOP.

Since this is a multi-year project, the cost center Senior Executive Officer, Component Overhaul Superintendent, and the Division Director will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Proposition A (35%), which is eligible for Metro Rail Operations. Given approved guidelines and provisions, this funding source maximizes the allowable project application.

EQUITY PLATFORM

This action will ensure that Metro's P3010 LRV fleet is able to provide vital transportation services throughout the City and County of Los Angeles via A, C, E, and K lines, including many Equity Focus Communities where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. The P3010 fleet operates on all light rail lines directly impacting EFCs, such as neighborhoods in East and South Los Angeles, Long Beach, Compton, Watts, Crenshaw, and Inglewood, among others. Rail transportation provides an essential lifeline for travelers with limited transportation options, and the Metro light rail maintenance programs ensure the proper State of Good Repair to the P3010 light rail fleet to provide transportation for those that primarily rely on transit.

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal. ORX Railway Corporation exceeded the goal by making a 2.53% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P3010 Truck Systems Overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The procurement of rail batteries precedes the forthcoming eight overhaul projects. This overhaul program ensures sustained fleet reliability, including safe, accessible, and affordable transportation for Metro's light rail system riders.

The recommendation supports Metro Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while reliably meeting passenger safety and fleet needs.

ALTERNATIVES CONSIDERED

The P3010 fleet is Metro's newest and most reliable light rail fleet with sustained availability and reliability. Execution of this overhaul regenerates equipment performance with a positive impact on passenger safety. An alternative is to defer the OEM-recommended overhaul program. However, this is not recommended as the fleet will suffer over time and will create decreased availability/reliability with a high risk of equipment breakdowns as well as negative impacts to on-time performance and customer service.

Approval of this item is needed since the truck systems overhaul will be performed concurrently with friction brakes, propulsion, doors, coupler, master controller, auxiliary power supply, pantograph, and heating ventilation and air conditioning component overhaul work.

NEXT STEPS

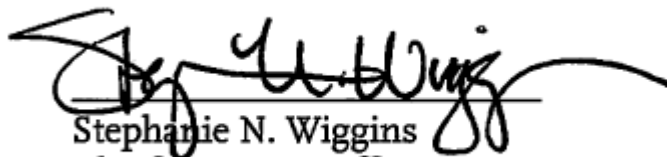
Upon approval from the Board, staff will execute Contract No. MA101250000 for the P3010 Power Truck Systems overhaul. Staff will return to the Board for approval of future contract awards inclusive of propulsion, doors, coupler, master controller, auxiliary power supply, pantograph, and heating ventilation and air conditioning overhauls.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services (213) 922-3144
Richard M. Lozano, Service Operations Superintendent, Rail Fleet Services (323) 224-4042
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief, Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LRV COMPONENT OVERHAUL OF TRUCK SYSTEMS (POWER AND NON-POWER AXLE) ASSEMBLIES

1.	Contract Number: MA101250000	
2.	Recommended Vendor: ORX Railway Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 03-23-2023	
	B. Advertised/Publicized: 03-24-2023	
	C. Pre-Proposal Conference: 04-05-2023	
	D. Proposals Due: 07-31-2023	
	E. Pre-Qualification Completed: 03-05-2024	
	F. Conflict of Interest Form Submitted to Ethics: 08-08-2023	
	G. Protest Period End Date: 05-23-2024	
5.	Solicitations Picked up/Downloaded: 27	Bids/Proposals Received: 4
6.	Contract Administrator: Aniza Wan Nawang	Telephone Number: (213) 922-4677
7.	Project Manager: Richard Lozano	Telephone Number: (323) 224-4042

A. Procurement Background

This Board Action is to approve the award of Contract No. MA101250000 to transport, inspect, overhaul, and test two hundred fifty-seven (257) P3010 car kits including eighty-eight (88) individual gear units. Each car kit consists of two (2) non-powered axle assemblies, four (4) powered axle assemblies with four (4) gear units, and four (4) traction motors. The contract type is Firm Fixed Price, and the work is expected to be completed by August 1, 2028. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On March 23, 2023, Request for Proposals (RFP) No. MA101250 was issued as a competitive procurement in accordance with LACMTA's Acquisition Policy. A total of twenty-seven (27) firms downloaded the RFP and were included in the planholders' list. A pre-proposal conference and site visit was held on April 5, 2023. During the solicitation phase of this RFP, LACMTA issued eight (8) amendments, and two (2) sets of clarifications, answering a total of forty-four (44) questions received from the proposers.

Eight (8) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 11, 2023, revised critical dates, and extended the proposal due date.

- Amendment No. 2, issued on April 12, 2023, revised the Race Conscious Disadvantaged Business Enterprise (RC-DBE) goal from 28% to 2%.
- Amendment No. 3, issued on May 16, 2023, revised critical dates, and extended the proposal due date.
- Amendment No. 4, issued on June 7, 2023, extended the proposal due date, and changed the Contracting Officer
- Amendment No. 5, issued on June 27, 2023, extended the proposal due date, and changed the Contracting Officer
- Amendment No. 6, issued on July 12, 2023, revised the Technical Specifications, and included a new Exhibit 2 – Schedule of Quantities of Prices
- Amendment No. 7, issued on July 19, 2023, revised the Technical Specifications, and included the Form 60 Pricing Form
- Amendment No. 8, issued December 8, 2023, revised the Technical Specifications and issued a Best and Final Offer (BAFO)

Four (4) proposers responded to the RFP by the due date on July 31, 2023, listed herein in alphabetical order: Pamco Machine Works, Inc (Pamco), UTCRAS, Penn Machine Company LLC (Penn Machine) and ORX Railway Corporation (ORX).

B. Evaluation of Proposal

This procurement was conducted in accordance with LACMTA's Acquisition Policy and Procedure. A Proposal Evaluation Team (PET) consisting of staff from Rail Fleet Services and Transit Vehicle Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------|-----|
| • Proposed Work Scope | 30% |
| • Technical Capability | 20% |
| • Price | 20% |
| • Past Performance | 15% |
| • Project Management | 15% |

The evaluation criteria are appropriate and consistent with criteria developed for similar projects. Several factors were considered in developing these weights, giving the greatest importance to the understanding of the scope of services and technical capability of proposers.

The proposals required clarification and discussion but were found to be technically and commercially acceptable and in compliance with the requirements of the RFP. A Best and Final Offer request was issued and the final evaluation scoring is shown as follows:

	Evaluation Criteria	Average Score	Weight Factor	Weighted Score	Rank
	ORX				
1	Proposed Work Scope	91.7	30%	27.5	
2	Technical Capability	97.0	20%	19.4	
3	Price	n.a	20%	18.9	
4	Past Performance	94.5	15%	14.2	
5	Project Management	95.0	15%	14.3	
	Total Weighted Score			94.3	1

	Evaluation Criteria	Average Score	Weight Factor	Weighted Score	Rank
	UTCRA				
1	Proposed Work Scope	93.3	30%	28.0	
2	Technical Capability	91.0	20%	18.2	
3	Price	n.a	20%	18.8	
4	Past Performance	91.3	15%	13.7	
5	Project Management	93.4	15%	14.0	
	Total Weighted Score			92.7	2

	Evaluation Criteria	Average Score	Weight Factor	Weighted Score	Rank
	Pamco				
1	Proposed Work Scope	87.0	30%	26.1	
2	Technical Capability	86.0	20%	17.2	
3	Price	n.a	20%	20.0	
4	Past Performance	87.3	15%	13.1	
5	Project Management	93.4	15%	14.0	
	Total Weighted Score			90.4	3

	Evaluation Criteria	Average Score	Weight Factor	Weighted Score	Rank
	Penn Machine				
1	Proposed Work Scope	92.8	30%	27.8	

2	Technical Capability	89.0	20%	17.8	
3	Price	n.a	20%	15.5	
4	Past Performance	91.7	15%	13.8	
5	Project Management	100	15%	15.0	
	Total Weighted Score			89.9	4

One (1) proposer, Pamco, was determined to be non-responsive since it did not meet the Disadvantaged Business Enterprise (DBE) participation goal of two (2%) of the total proposal price. The remaining three (3) proposers (ORX, Penn Machine and UTCRAS) were found to be responsive to the DBE requirement.

C. Price Analysis

In accordance with LACMTA's Acquisition Policy and Procedures for a competitive acquisition, a price analysis is required. Therefore, staff performed a Price Analysis consisting of a comparison of the proposed prices and the Independent Cost Estimate (ICE). The Price Analysis revealed a difference between the ICE and the three (3) proposals, with the ICE being significantly higher than the proposed prices. Further investigation disclosed that the gear unit overhaul component was inadvertently included twice in the ICE calculation. The duplicated cost element of approximately \$95,800 per unit accounts for around \$24,600,000 of the ICE amount. The Price Analysis considered this deductive cost element in conjunction with the ICE to make the determination that the negotiated amount from the highest rated Proposer was fair and reasonable.

The recommended proposal price from ORX at \$39,551,971.00 is lower than, and within a reasonable range of the ICE when factoring out the duplicated cost element in the ICE (with the ICE minus the duplicated cost element totaling around \$41,800,000). The recommended proposal price is determined to be fair and reasonable based on the technical evaluation, negotiations, and price analysis.

	Proposer Name	BAFO Proposal Amount	LACMTA ICE
1	ORX	\$39,551,971.00	\$66,428,964.00
2	UTCRAAS	\$39,642,449.33	\$66,428,964.00
3	Pamco	\$37,297,499.00	\$66,428,964.00
4	Penn Machine	\$48,031,344.52	\$66,428,964.00

D. Background on Recommended Contractor

The recommended firm, ORX Railway Corporation was founded in 1979 and headquartered in Tipton, Pennsylvania. ORX Railway Corporation is a full-service

shop that provides both new and overhauled products for a wide range of rail transportation including freight cars, locomotives, and light rail and heavy rail transit vehicles. Their most recent and on-going contracts include the wheelset assemblies, axles and gearbox builds and overhauls for LACMTA Gold and Red Line and New York City Transit (NYCT).

DEOD SUMMARY

P3010 LRV COMPONENT OVERHAUL OF TRUCKS SYSTEMS (POWER AND NON-POWER AXLE) ASSEMBLIES

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. ORX Railway Corporation exceeded the goal by making a 2.54% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2.54% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Vobecky Enterprises	African American	2.54%
Total Commitment			2.54%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification/contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2024-0203, File Type: Contract

Agenda Number: 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 16, 2024**

**SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES FOR REGIONS 1, 2
AND 3**

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP91244-20008370, for Regions 1 and 2, to Woods Maintenance Services, Inc. to provide landscape and irrigation maintenance services in the not-to-exceed (NTE) amount of \$16,988,820 for the three-year base term, and \$12,761,800 for the one, two-year option term, for a total combined NTE amount of \$29,750,620, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- B. AWARD a firm fixed unit rate Contract No. OP91244-20018370 for Region 3 to Parkwood Landscape Maintenance, Inc. to provide landscape and irrigation maintenance services in the NTE amount of \$6,451,745 for the three-year base term, and \$4,486,560 for the one, two-year option term, for a combined NTE amount of \$10,938,305, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- C. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE

The existing four regional contracts provide combined services for graffiti abatement, and landscape and irrigation maintenance services.

To ensure continuity of maintenance services, two new contract awards are required effective July 1, 2024. Under these new contracts, landscape and irrigation maintenance services will be performed collectively throughout Metro’s service area, restructured and split geographically into three regions (Attachment C). One contract will provide services for Regions 1 and 2 combined, while the other contract will provide services for Region 3.

BACKGROUND

On September 17, 2015, the Metro Board of Directors awarded four contracts for Regions 1 through 4, to maintain Metro's service area split geographically into four regions. Each contract provided combined services for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services.

On May 20, 2021, in lieu of new contract awards, the Metro Operations, Safety, and Customer Experience Committee directed staff to: extend the existing four regional contracts on a month-to-month basis with the required additional authority to continue providing the critical maintenance services; survey small businesses to solicit feedback related to doing business with Metro; and re-evaluate Metro's service area to further enhance competition and increase small business participation.

On June 24, 2021, the Metro Board of Directors approved recommendations for a new enhanced Medium-Size Business Enterprise (MSZ) Program and Small Business Enterprise (SBE) Program.

Based on staff's evaluation of Metro's service area and frequency levels, the input received from the small businesses' survey conducted, and the new enhanced MSZ and SBE programs policy, revised solicitations were issued splitting Metro's service area into three geographical regions (see Attachment A). Each region will be maintained by three service-specific contracts for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services. Staff conducted two Systemwide Metro Connect Industry Forum Outreach events on July 13 and 27, 2022. During these outreach events, staff provided an overview of the upcoming solicitations, explained how Metro's service area was split into three geographical regions and went over the new enhanced MSZ and SBE Programs for competitively negotiated procurements.

On September 1, 2022, a solicitation to provide landscape and irrigation maintenance services for the three regions was issued under the MSZ-I program. On October 3, 2022, proposals were received for each of the regions, however, they were deemed non-responsive to the MSZ-I program requirements and SBE and DVBE goals. The solicitation was canceled.

Based on staff's assessment of the prior solicitations and the lack of proposers qualified to meet the MSZ-I program requirements, a new open competitive solicitation to provide landscape and irrigation maintenance services for the three regions was issued.

DISCUSSION

Under these new landscape and irrigation services contracts, the contractor is required to provide general maintenance and cleanup services of all landscaped areas within Metro's Right-Of-Ways (ROWs), stations, facilities, parking lots, and parcel properties systemwide, including trees under 13 feet in height, shrubs, vines, groundcover, lawns, planter boxes, and routine irrigation system maintenance. Trees 13 feet in height and above are maintained under a separate contract for tall tree trimming services. The contractors are also required to provide optimal water management service to comply with State, County, and local municipal water agency's conservation ordinances. In addition, the contractors will provide as-needed maintenance services, as directed by Metro, such as

the replacement of damaged or misappropriated plant material resulting from circumstances or actions beyond the control of the contractors.

Under the terms of these new contracts recommended for award, the number of bus and rail stations, facilities and locations will increase from 313 to 369, to include 56 additional locations for the Metro K line (Crenshaw/LAX), Union Station Gateway Headquarters Building (USG), Union Station West Portal, and future locations for the Regional Connector, Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extension, and A Line (Blue) Foothill Extension Phase 2B system expansion projects, as they become operational and upon completion of their respective warranty and maintenance period.

The combined amount for the new contracts recommended for award is 3.5% below the Independent Cost Estimate (ICE) and 18.2% above the existing combined contract amounts for landscape and irrigation maintenance services. The living wage applicable for landscape and irrigation maintenance services has increased by 54%, from \$16.04 to \$24.73 per hour. Based on the expanded scope of services stated above and the increase in the applicable wages, the amounts for the contracts recommended for award are deemed fair and reasonable.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity and meeting Metro maintenance standards by providing regularly scheduled and as-needed landscape and irrigation maintenance services in a timely manner while providing a proactive approach to maintenance needs to ensure delivery of safe, clean, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Funding of \$945,546 for systemwide landscape and irrigation maintenance services for the remainder of FY24 is included under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible sales tax funding, including Propositions A/C, Measures M, STA, and the Transportation Development Act. These fund sources are eligible for bus and rail operations. Use of these funding sources leverages maximum project fund use given approved guidelines and provisions.

EQUITY PLATFORM

Providing ongoing landscape and irrigation maintenance services supports the beautification and cleanliness of Metro facilities, enhancing patrons' experience while utilizing Metro's transit system. Bus and Rail station cleanliness was identified as one of the top areas of concern in the 2022

Customer Experience Survey and the FY23 Metro Budget Survey conducted to develop the Metro Customer Experience Plan 2023 and assist with funds allocation for the FY24 budget.

Prior to the release of this solicitation, two additional Systemwide Metro Connect Industry Forum Outreach events were conducted. The first was on May 31, 2023, and the second was on June 14, 2023. During these outreach events, staff provided an overview detailing policies for the enhanced MSZ and SBE Programs for competitively negotiated procurements.

The Diversity and Economic Opportunity Department (DEOD) established a 22% SBE goal and 3% Disabled Veterans Business Enterprise (DVBE) goal for each Region, and the solicitation was subject to the Local Small Business Enterprise (LSBE) program. Woods Maintenance Service Inc. exceeded the goal by making a 30% SBE and 3% DVBE commitment on both Regions 1 and 2, and Parkwood Landscape Maintenance, Inc., made a 22% SBE and 3% DVBE commitment for Region 3.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Performing ongoing regularly scheduled and as-needed landscape and irrigation maintenance services will ensure safe and clean conditions which result in enhanced customer experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendations. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, operation, and customer experience.

With the completion of a financial based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for landscape and irrigation maintenance services among other services. Based on the findings, landscape and irrigation maintenance services were not recommended for insourcing as this action does not meet the study's qualitative budgetary objectives. Providing this service in-house would require the hiring of additional personnel, training, and acquisition of additional equipment, vehicles, and supplies to support the expanded responsibility. The insourcing/outsourcing study assessment results indicate that this is not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP91244-20008370 for Regions 1 and 2 to Woods Maintenance Services, Inc., and Contract No. OP91244-20018370 for Region 3 to Parkwood Landscape Maintenance, Inc., to provide landscape and irrigation maintenance services, effective July 1, 2024.

ATTACHMENTS

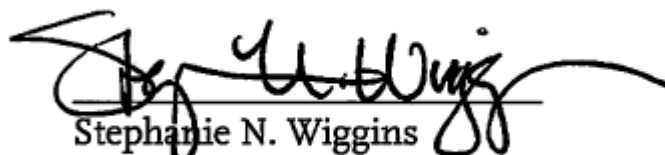
Attachment A - Three Regions' Maps

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Lena Babayan, Executive Officer, Operations Administration (Interim), (213) 922-6765
Carlos Martinez, Director, Facilities Contracted Maintenance Services, (213) 922-6761
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

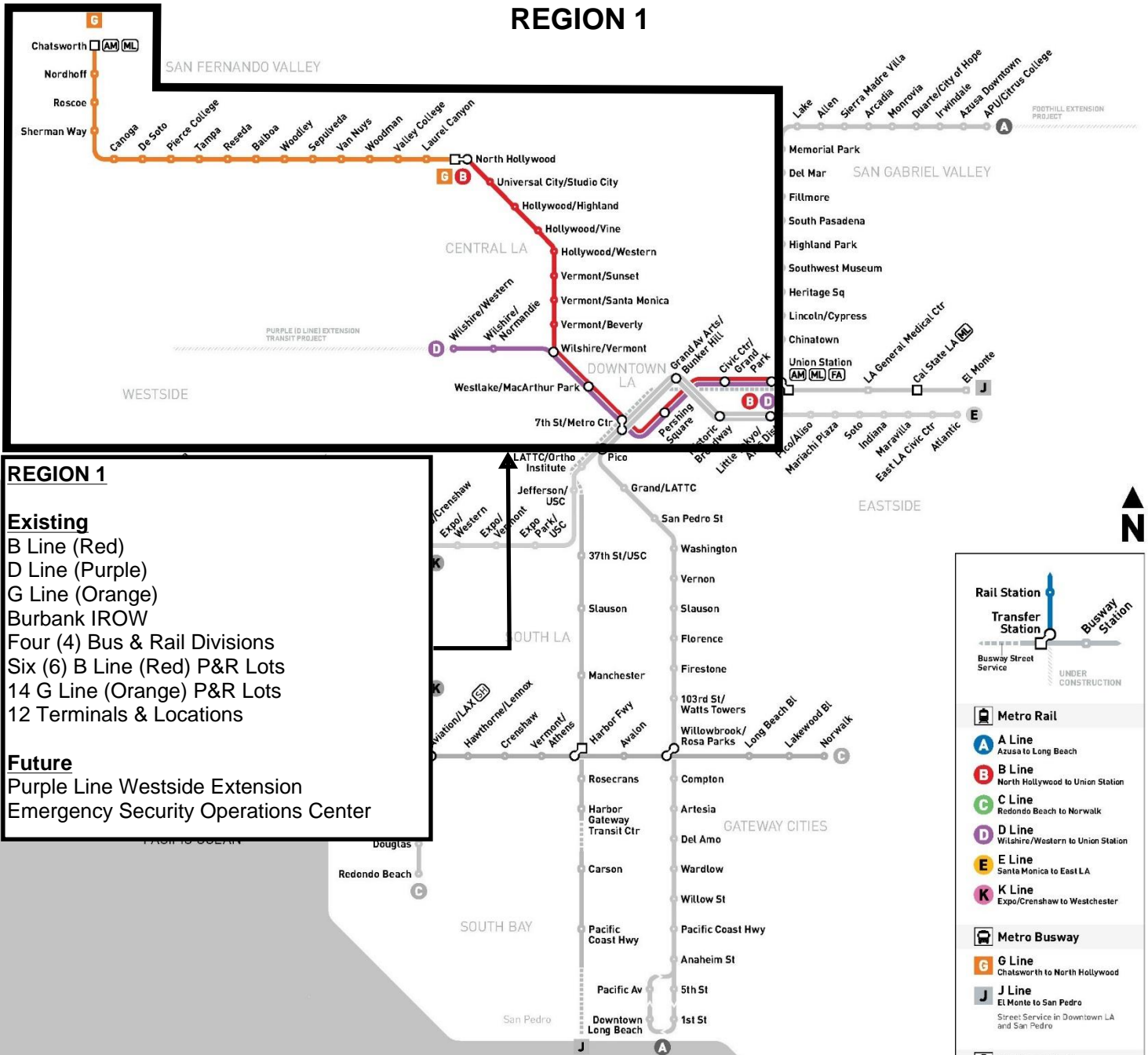
Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A THREE REGIONS' MAPS

LANDSCAPE & IRRIGATION MAINTENANCE SERVICES REGION 1



REGION 1

Existing
 B Line (Red)
 D Line (Purple)
 G Line (Orange)
 Burbank IROW
 Four (4) Bus & Rail Divisions
 Six (6) B Line (Red) P&R Lots
 14 G Line (Orange) P&R Lots
 12 Terminals & Locations

Future
 Purple Line Westside Extension
 Emergency Security Operations Center



Rail Station

Transfer Station

Busway Station

Busway Street Service

UNDER CONSTRUCTION

Metro Rail

- A A Line
Azusa to Long Beach
- B B Line
North Hollywood to Union Station
- C C Line
Redondo Beach to Norwalk
- D D Line
Wilshire/Western to Union Station
- E E Line
Santa Monica to East LA
- K K Line
Expo/Crenshaw to Westchester

Metro Busway

- G G Line
Chatsworth to North Hollywood
- J J Line
El Monte to San Pedro
Street Service in Downtown LA and San Pedro

Regional Rail

- AM Amtrak
amtrak.com
- ML Metrolink
metrolinktrains.com

Airport Shuttle

- FA LAX FlyAway®
flylax.com/flyaway
- SH LAX Shuttle (free)
flylax.com

DEC 2023 Subject to Change



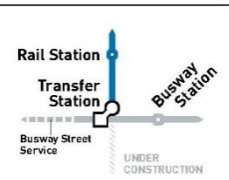
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PURPLE (D LINE) EXTENSION TRANSIT PROJECT

FOOTHILL EXTENSION PROJECT

FUTURE KLINE



- Metro Rail**
- A Line** Azusa to Long Beach
 - B Line** North Hollywood to Union Station
 - C Line** Redondo Beach to Norwalk
 - D Line** Wilshire/Western to Union Station
 - E Line** Santa Monica to East LA
 - K Line** Expo/Crenshaw to Westchester

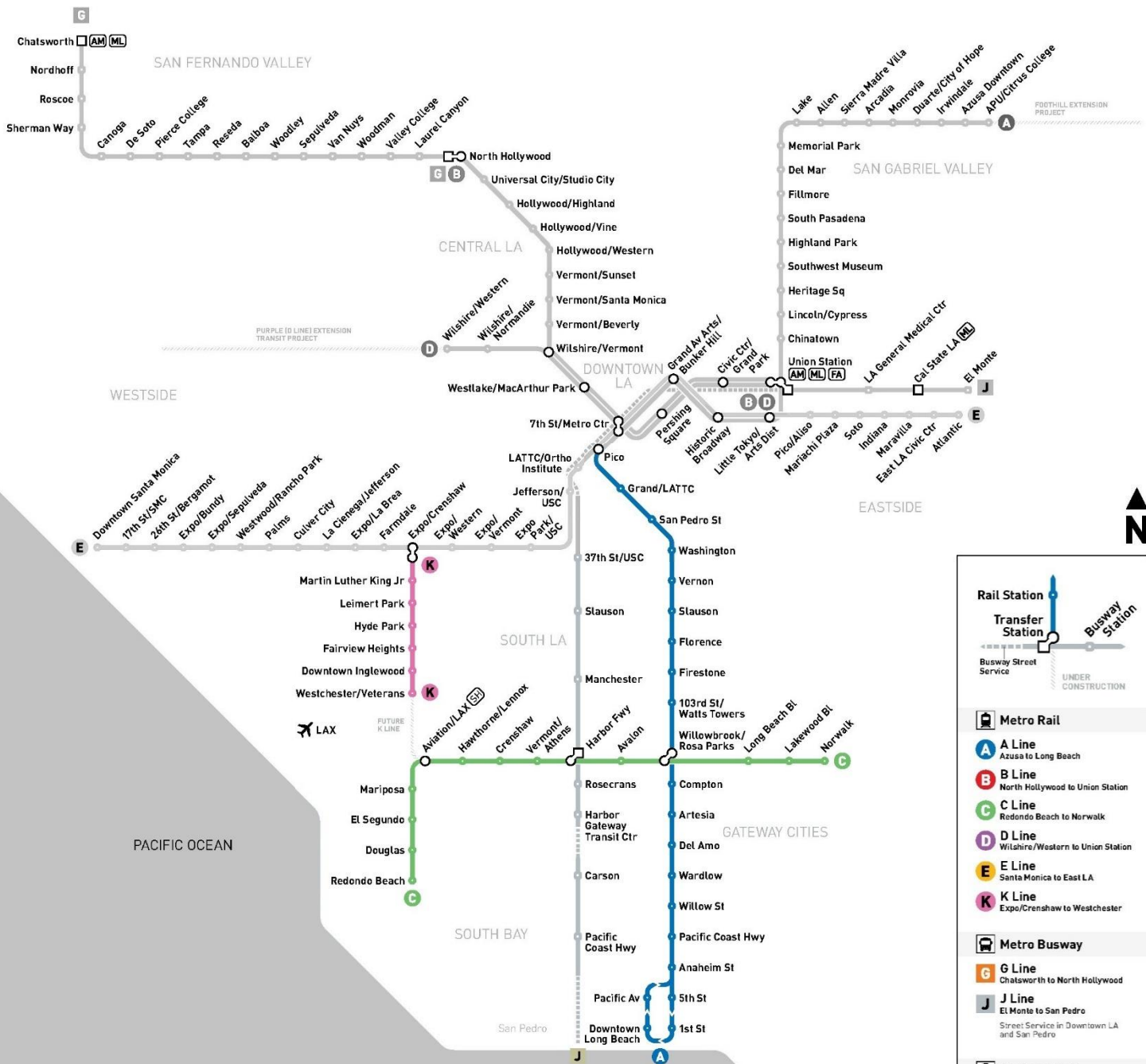
- Metro Busway**
- G Line** Chatsworth to North Hollywood
 - J Line** El Monte to San Pedro
Street Service in Downtown LA and San Pedro

- Regional Rail**
- AM Amtrak**
amtrak.com
 - ML Metrolink**
metrolinktrains.com
- Airport Shuttle**
- FA LAX FlyAway***
flylax.com/flyaway
 - SH LAX Shuttle (free)**
flylax.com



DEC 2023 Subject to Change

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Rail Station
Transfer Station
 Busway Street Service
 UNDER CONSTRUCTION

Metro Rail

- A Line** Azusa to Long Beach
- B Line** North Hollywood to Union Station
- C Line** Redondo Beach to Norwalk
- D Line** Wilshire/Western to Union Station
- E Line** Santa Monica to East LA
- K Line** Expo/Crenshaw to Westchester

Metro Busway

- G Line** Chatsworth to North Hollywood
- J Line** El Monte to San Pedro
Street Service in Downtown LA and San Pedro

Regional Rail

- AM Amtrak** amtrak.com
- ML Metrolink** metrolinktrains.com

Airport Shuttle

- FA LAX FlyAway*** flyax.com/flyaway
- SH LAX Shuttle (free)** flyax.com



DEC 2023 Subject to Change

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PROCUREMENT SUMMARY

LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES / OP91244-20008370 and
OP91244-20018370

1.	Contract Number: OP91244-20008370 (Region 1 & 2) OP91244-20018370 (Region 3)	
2.	Recommended Vendor: Woods Maintenance Services, Inc. (Region 1 & 2) Parkwood Landscape Maintenance, Inc. (Region 3)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 20, 2023	
	B. Advertised/Publicized: June 20, 2023	
	C. Pre-Proposal Conference: June 29, 2023	
	D. Proposals Due: August 3, 2023	
	E. Pre-Qualification Completed: March 19, 2024 (Woods); Pending (Parkwood)	
	F. Conflict of Interest Form Submitted to Ethics: September 6, 2023	
	G. Protest Period End Date: May 20, 2024	
5.	Solicitations Picked up/Downloaded: 28	Bids/Proposals Received: 4 (Region 1) 4 (Region 2) 4 (Region 3)
6.	Contract Administrator: Marc Margoni	Telephone Number: 213-922-1304
7.	Project Manager: Rommel Hilario	Telephone Number: 213-922-6733

A. Procurement Background

This Board action is to approve the award of Contract No. OP91244-20008370 (Region 1 and 2) to Woods Maintenance Services, Inc. and Contract No. OP91244-20018370 (Region 3) to Parkwood Landscape Maintenance, Inc., to provide landscape and irrigation maintenance services throughout Metro bus and rail facilities, active and inactive rights-of-way (IROW), Metro Park & Ride (P&R) Lots and Caltrans P&R Lots as needed. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was originally issued on September 1, 2022 as a Medium Size Business Tier I Set Aside (MSZ-I) with an SBE goal of 25% and a DVBE goal of 3%. Metro received seven proposals for the regions combined and all proposals were deemed non-responsive to the MSZ-I program requirements or SBE and DVBE goals. Therefore, the RFP was canceled.

Prior to the re-issuance of the solicitation, Metro conducted two Metro Connect Industry Forum Outreach events on May 31, 2023, and June 14, 2023, which were attended by 52 individuals representing small and medium-sized firms. During the outreach events, staff provided an overview detailing the enhanced MSZ and SBE Program policies for competitively negotiated procurements. The event also informed the small business community of the upcoming contracting opportunity to increase

and promote small business participation.

On June 20, 2023, RFP No. OP91244-2 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate. The RFP was issued with a 22% SBE goal and a 3% DVBE goal. Further, the solicitation was subject to the Local Small Business Enterprise (LSBE), which gives eligible proposers 5% preference bonus points for utilizing local small business firms.

Landscape and irrigation maintenance services are among the services that are part of Metro's agency-wide strategy to provide partnering opportunities to community-based organizations (CBOs). The RFP encouraged potential proposers to work with CBOs that have direct experience, relationships, and expertise in the geographical locations where landscape and irrigation maintenance services shall be performed.

Six amendments were issued to this RFP:

- Amendment No. 1, issued on June 30, 2023, revised Region 1 List of Locations (Attachment A1) and Region 1 Schedule of Quantities and Prices (Exhibit 2) to add the Los Angeles Union Station as a service location;
- Amendment No. 2, issued on June 30, 2023, provided the prevailing wage/living wage information relevant to the RFP;
- Amendment No. 3, issued on July 13, 2023, extended the proposal due date;
- Amendment No. 4, issued on July 19, 2023, added two attachments to the Scope of Services: List of Facilities Certified by City of Los Angeles (Attachment G) and MOU Agreement Bike Path Licensing Agreement (Attachment J); and
- Amendment No. 5, issued on July 25, 2023, extended the proposal due date.
- Amendment No. 6, issued on January 9, 2024, revised the Schedule of Quantities for Region 1 to include irrigation controllers connectivity fees under the three-year based summary.

A virtual pre-proposal conference was held on June 29, 2023, with four participants in attendance representing four firms. There were 17 questions received, and responses were released prior to the proposal due date.

On August 3, 2023, Metro received a total of twelve proposals listed below in alphabetical order by region:

Region 1

1. Bread & Water Landscaping, LLC.
2. Far East Landscape and Maintenance, Inc.
3. Parkwood Landscape Maintenance, Inc.
4. Woods Maintenance Services, Inc.

Region 2

1. Bread & Water Landscaping, LLC.
2. Far East Landscape and Maintenance, Inc.
3. Parkwood Landscape Maintenance, Inc.
4. Woods Maintenance Services, Inc.

Region 3

1. Bread & Water Landscaping, LLC.
2. Far East Landscape and Maintenance, Inc.
3. Parkwood Landscape Maintenance, Inc.
4. Woods Maintenance Services, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Facilities Contracted Maintenance Services and Environmental Services was convened and conducted a comprehensive technical evaluation of the proposals received for all three regions.

The proposals were evaluated based on the following evaluation criteria.

Phase I Evaluation – Minimum Qualification Review: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must meet the following:

- a) Must have at least three years of experience performing landscaping and irrigation maintenance services;
- b) Must submit reference information;
- c) Must submit a report listing safety training that the Project Managers/Supervisors have received within the last three years; and
- d) Must submit a copy of the Proposer's/subcontractor's valid and active State of California C-27 Landscaping Contractors License.

Evaluations were conducted from October 23, 2023, through November 29, 2023.

For all three regions, the PET deemed all proposers responsive to the minimum qualification review.

Phase II – Technical Evaluation: Proposers that meet the Phase I Evaluation were evaluated based on the following evaluation criteria and weights:

- | | |
|--|-----|
| • Qualifications of the Firm/Team | 15% |
| • Qualifications and Experience of Key Personnel | 20% |
| • Management Plan/Approach | 35% |
| • Cost Proposal | 30% |

- Local Small Business Enterprise (LSBE) Preference Program (Bonus Points) 5%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the management plan/approach.

The PET independently evaluated and scored the technical proposals and determined that Woods Maintenance Services, Inc. was the top ranked firm for Regions 1 and 2 and Parkwood Landscape Maintenance, Inc. was the top-ranked firm for Region 3.

Qualifications Summary of Firms:

Bread & Water Landscaping, LLC

Bread & Water Landscaping LLC (Bread & Water), located in Pacoima, CA, has been in business for over 4 years. It caters to both commercial and residential clients providing landscaping and weed abatement removal services, trash removal, illegal dumping cleanups, and graffiti removal. Bread & Water is a Metro-certified SBE firm and a DBE firm certified by the California Unified Certification Program (CUCP).

Far East Landscape and Maintenance, Inc.

Far East Landscape Maintenance, Inc. (Far East), headquartered in Van Nuys, CA, has been in business since 1987, servicing the Los Angeles, Ventura, and Orange County areas. It currently provides Metro with landscaping and irrigation maintenance services at the Metro Expo II/E Line and is the landscaping subcontractor for Metro's four regional contracts for landscaping and irrigation maintenance services and graffiti abatement. Performance has been satisfactory. Far East is a Metro-certified SBE firm, a minority business enterprise certified by the City of Los Angeles, a CUCP-certified DBE firm, and a Local Small Business Enterprise (LSBE).

Parkwood Landscape Maintenance, Inc.

Parkwood Landscape Maintenance, Inc., has been providing landscaping & irrigation maintenance, trash & vegetation removal and graffiti abatement services in the Los Angeles, Ventura and Orange County areas for over 55 years and has relevant public transit system experience. Its current clients include the City of Long Beach, Blue Line, the City of Irvine, the County of Los Angeles, the City of South Gate, and the City of Ventura.

Woods Maintenance Services, Inc.

Woods Maintenance Services, Inc. (Woods), has been in business for over 35 years. It provides graffiti removal, weed abatement, pressure washing, right-of-way clearance, landscape and irrigation maintenance services and homeless encampment clean up. Woods' clients include Metrolink, Orange County Transportation Authority, California Department of Transportation and the Los Angeles County Department of Public Works.

The following is a summary of the PET scores.

Region 1

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Woods Maintenance Services, Inc.				
3	Qualifications of the Firm/Team	89.00	15.00%	13.35	
4	Qualifications and Experience of Key Personnel	95.85	20.00%	19.17	
5	Management Plan/Approach	90.34	35.00%	31.62	
6	Cost Proposal	98.20	30.00%	29.46	
7	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
8	Total		105.00%	98.60	1
9	Bread & Water Landscaping, LLC				
10	Qualifications of the Firm/Team	72.00	15.00%	10.80	
11	Qualifications and Experience of Key Personnel	81.65	20.00%	16.33	
12	Management Plan/Approach	80.34	35.00%	28.12	
13	Cost Proposal	100.00	30.00%	30.00	
14	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
15	Total		105.00%	90.25	2
16	Far East Landscape and Maintenance, Inc.				
17	Qualifications of the Firm/Team	84.33	15.00%	12.65	
18	Qualifications and Experience of Key Personnel	77.50	20.00%	15.50	
19	Management Plan/Approach	77.34	35.00%	27.07	
20	Cost Proposal	95.90	30.00%	28.77	
21	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
22	Total		105.00%	88.99	3
23	Parkwood Landscape Maintenance, Inc.				

24	Qualifications of the Firm/Team	92.33	15.00%	13.85	
25	Qualifications and Experience of Key Personnel	92.50	20.00%	18.50	
26	Management Plan/Approach	91.00	35.00%	31.85	
27	Cost Proposal	82.53	30.00%	24.76	
28	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	0.00	5.00%	0.00	
29	Total		105.00%	88.96	4

Region 2

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Woods Maintenance Services, Inc.				
3	Qualifications of the Firm/Team	89.00	15.00%	13.35	
4	Qualifications and Experience of Key Personnel	95.85	20.00%	19.17	
5	Management Plan/Approach	90.34	35.00%	31.62	
6	Cost Proposal	91.27	30.00%	27.38	
7	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
8	Total		105.00%	96.52	1
9	Parkwood Landscape Maintenance, Inc.				
10	Qualifications of the Firm/Team	92.33	15.00%	13.85	
11	Qualifications and Experience of Key Personnel	93.75	20.00%	18.75	
12	Management Plan/Approach	91.00	35.00%	31.85	
13	Cost Proposal	100.00	30.00%	30.00	
14	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	0.00	5.00%	0.00	
15	Total		105.00%	94.45	2

16	Far East Landscape and Maintenance, Inc.				
17	Qualifications of the Firm/Team	84.33	15.00%	12.65	
18	Qualifications and Experience of Key Personnel	79.60	20.00%	15.92	
19	Management Plan/Approach	76.66	35.00%	26.83	
20	Cost Proposal	93.07	30.00%	27.92	
21	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
22	Total		105.00%	88.32	3
23	Bread & Water Landscaping, LLC				
24	Qualifications of the Firm/Team	72.00	15.00%	10.80	
25	Qualifications and Experience of Key Personnel	81.65	20.00%	16.33	
26	Management Plan/Approach	80.00	35.00%	28.00	
27	Cost Proposal	90.20	30.00%	27.06	
28	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5.00%	5.00	
29	Total		105.00%	87.19	4

Region 3

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parkwood Landscape Maintenance, Inc.				
3	Qualifications of the Firm/Team	92.33	15%	13.85	
4	Qualifications and Experience of Key Personnel	93.75	20%	18.75	
5	Management Plan/Approach	91.00	35%	31.85	
6	Cost Proposal	100.00	30%	30.00	
7	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	0.00	5%	00.00	
8	Total		105.00%	94.45	1

9	Woods Maintenance Services, Inc.				
10	Qualifications of the Firm/Team	89.00	15%	13.35	
11	Qualifications and Experience of Key Personnel	95.85	20%	19.17	
12	Management Plan/Approach	90.34	35%	31.62	
13	Cost Proposal	72.63	30%	21.79	
14	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5%	5.00	
15	Total		105%	90.93	2
16	Far East Landscape and Maintenance, Inc.				
17	Qualifications of the Firm/Team	84.33	15%	12.65	
18	Qualifications and Experience of Key Personnel	79.60	20%	15.92	
19	Management Plan/Approach	76.66	35%	26.83	
20	Cost Proposal	98.60	30%	29.58	
21	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5%	5.00	
22	Total		105%	89.98	3
23	Bread & Water Landscaping, LLC				
24	Qualifications of the Firm/Team	72.00	15%	10.80	
25	Qualifications and Experience of Key Personnel	81.65	20%	16.33	
26	Management Plan/Approach	79.66	35%	27.88	
27	Cost Proposal	71.77	30%	21.53	
28	Local Small Business Enterprise (LSBE) Preference Program (Bonus Points)	100.00	5%	5.00	
29	Total		105%	81.54	4

C. Price Analysis

Region 1

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, fact-finding and negotiations. Woods Maintenance Services, Inc.'s negotiated price is 12.38% lower than Metro's Independent Cost Estimate (ICE). Staff successfully negotiated a cost savings of \$15,480.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Woods Maintenance Services, Inc.	\$14,001,100	\$15,962,358	\$13,985,620
2.	Bread & Water Landscape, LLC	\$13,749,991		
3.	Far East Landscaping and Maintenance, Inc.	\$14,335,840		
4.	Parkwood Landscape Maintenance, Inc.	\$16,659,752		

Region 2

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, fact-finding and negotiations. Staff successfully negotiated a cost savings of \$408,500.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Woods Maintenance Services, Inc.	\$16,173,500	\$12,906,157	\$15,765,000
2.	Parkwood Landscape Maintenance, Inc.	\$14,763,381		
3.	Far East Landscaping and Maintenance, Inc.	\$15,865,134		
4.	Bread & Water Landscape, LLC	\$16,368,800		

The contract amount recommended for award is ~22% above the ICE, reflecting actual current market conditions with the significantly escalated costs of fuel, equipment, and materials.

Region 3

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, and technical analysis. Parkwood Landscape Maintenance, Inc.'s price is 17.59% lower than Metro's ICE.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Parkwood Landscape Maintenance, Inc.	\$10,938,305	\$13,273,630	\$10,938,305
2.	Woods Maintenance Services, Inc.	\$15,056,300		
3.	Far East Landscaping and Maintenance, Inc.	\$11,092,653		
4.	Bread & Water Landscape, LLC	\$15,241,200		

D. Background on Recommended Contractors

Region 1 and Region 2

Woods Maintenance Services, Inc.

Woods Maintenance Services Inc. (Woods), founded in 1997, headquartered in North Hollywood, California, is a full-service trash, debris, and weed removal service company. It provides maintenance services for various city and county agencies and maintains everything from sidewalks and streets to flood control channels and railroad right of ways.

The Woods team includes two SBE firms and one DVBE firm.

Woods has been providing landscaping and irrigation maintenance, trash and vegetation removal, and graffiti abatement services to Metro since 2001 and performance has been satisfactory.

Regions 3

Parkwood Landscape Maintenance, Inc.

Parkwood Landscape Maintenance, Inc. (Parkwood), founded in 1967, is headquartered in Van Nuys, California, and has satellite offices in Bellflower, Long Beach, El Segundo, Alhambra, Lancaster and Garden Grove. Parkwood has been providing landscaping and irrigation maintenance services to Metro since 2015 and performance has been satisfactory.

The Parkwood team includes one SBE firm and one DVBE firm. Both subcontractors have experience providing landscaping and irrigation maintenance services to Metro and performance has been satisfactory.

DEOD SUMMARY

LANDSCAPE IRRIGATION SERVICES REGIONS 1, 2, AND 3 / OP91244-2

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal on Regions 1 and 2 for this solicitation. Woods Maintenance Services, Inc. exceeded the goal by making a 30% SBE and 3% DVBE commitment on both regions.

Regions 1 and 2:

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	30% SBE 3% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Bread & Water Landscape	27%	X	
2.	Acme Manpower	3%	X	
	Total SBE Commitment	30%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	IECLT, Inc.	3%		X
	Total DVBE Commitment	3%		

B. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal on Region 3 for this solicitation. Parkwood Landscape made a 22% SBE and 3% DVBE commitment.

Region 3:

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22% SBE 3% DVBE
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	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Far East Landscape	22%	X	
	Total SBE Commitment	22%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	IECLT, Inc.	3%		X
	Total DVBE Commitment	3%		

C. Local Small Business Preference Program (LSBE)

Woods Maintenance Services, Inc. (WMSI), a non-LSBE prime, subcontracted 30% of the contract value with eligible LSBE firms and was eligible for LSBE Preference.

Parkwood Landscape, a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms and was ineligible to receive the LSBE Preference.

D. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract/modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$24.73 per hour (\$18.78 base + \$5.95 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

F. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2024-0207, File Type: Budget

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 16, 2024

SUBJECT: BUS DIVISIONS AND FACILITIES FIRE ALARM MODERNIZATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE an increase to the Life-of-Project (LOP) budget for the Bus Divisions and Facilities Fire Alarm Modernization Project by \$6,356,000, increasing the LOP budget from \$3,474,000 to \$9,830,000.

ISSUE

Metro operates an extensive network of bus divisions and facilities throughout Los Angeles County. These facilities serve as hubs for the vehicle maintenance, storage, and dispatch of buses, as well as administrative functions. The fire alarm systems at various bus divisions and facilities need to be modernized as they are nearing the end of their useful lives. A LOP increase is needed to award a contract and move forward with the bus divisions and facilities fire alarm system modernization.

BACKGROUND

In June 2016, the Board approved the Fire Alarm Panel Replacement Project (202333) with an LOP budget of \$1,624,300 as part of the adopted FY17 annual budget. At the time, the project work called for the replacement of 22 fire alarm control panels using the existing cable wire and associated devices at 11 Metro bus divisions and 3 facility locations. The project work was solicited twice. However, no award was made because the bids either did not meet the Small Business Enterprise (SBE) goal or pricing was significantly higher than Metro's Independent Cost Estimate (ICE) and the initial LOP budget. Subsequently, the project's scope of work was revised to include a comprehensive fire alarm control system replacement at the bus and facility locations.

This included replacing 22 fire alarm control panels, all detection and notification devices, cable wire, installation of auxiliary panels, and abatement of potentially hazardous materials such as asbestos and lead paint. These changes impacted the project's overall cost, and the Board approved in January 2019, an increase to the project's LOP budget by \$1,850,000, from \$1,624,000 to \$3,474,000. The project delivery method to perform the project work was a design-build approach. In February 2020, Metro awarded Design-Build Contract No. C61387C1172-3 for an amount totaling \$1,800,140. However, the progression of the fire alarm system design phase was hindered in 2020

due to the COVID-19 health crisis, substantially impacting work efforts. Consequently, the project schedule was delayed, and the extended timeline led to unexpected financial shocks stemming from inflationary price increases in construction materials, equipment, and labor wages. After the contractor initiated the design work at the first location at Bus Division 1, the design and construction costs for the entire project work escalated substantially. The contractor proposed a change order significantly higher than the initial contract amount. In the best interest of Metro, the contract was terminated for convenience in May 2021.

Operations Engineering reassessed the project scope, opting for a design/bid/build approach to ensure comprehensive design completion prior to bidding. This change aimed to facilitate cost certainty for the replacement of all fire alarm systems within the project. However, the number of bus divisions to be included was adjusted from 11 to 10, and the 3 facility locations remained the same. Under this project delivery approach, the project design work was redone to account for the latest building code requirements and floor plan changes for all identified locations. After the redesign specifications were completed, the procurement was initiated in September 2023 as an Invitation for Bid (IFB) No.C1229, Fire Alarm System Replacement for Bus Division Facilities. The solicitation closed in December 2023.

DISCUSSION

The project construction work under C1229 entails fire alarm modernization at Bus Divisions 2, 3, 4, 5, 7, 8, 9, 10, 15, 18, and Locations 21, 22, and 29. The systems are currently operational, but they are approximately 30 years old. These are legacy systems that require modernization with the latest equipment and components that comply with new industry standards and regulatory requirements. The fire alarm system at Bus Division 1 was completed in March 2024 as a separate action to restore the division's non-functioning fire alarm system and bring it into compliance with the Los Angeles City Fire Code. Prior to Metro's termination of Contract No. C61387C1172-3, the contractor had begun preparatory work and dismantled the fire alarm system at Bus Division 1. Nonetheless, a fire watch order was implemented to detect and address any potential fire hazards. Restoration of the fire alarm system in Division 1 was prioritized.

Replacement of the fire alarm control systems at bus divisions and facilities is part of the Capital Improvement Program (CIP) to renew and modernize transit infrastructure assets. Metro is committed to maintaining transit infrastructure assets in a state of good repair. A \$6,356,000 LOP increase has been estimated based on the necessary project scope and the bid pricing received. The expenditure plan for the project is shown in Attachment A.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety as the project work scope will move forward to ensure compliance with the current local and state of California codes and regulations, and the National Fire Protection Association (NFPA) standards. Maintaining Metro bus divisions and facilities in a state of good repair and compliance with current fire life safety regulations and codes is essential to providing a safe environment for our employees.

FINANCIAL IMPACT

This action will increase the LOP budget for capital project 202333 - Bus Division and Facilities Fire Alarm Modernization, adjusting the LOP budget from \$3,474,000 to \$9,830,000. Annual funding for this project is included in the FY24 budget.

Since this is a multi-year project, the Project Manager will ensure that the balance of funds are budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Transportation Development Act. This funding is eligible for Capital and Operating Projects. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions.

EQUITY PLATFORM

The planned modernization of fire alarm systems will encompass thirteen bus divisions and facility locations across the Los Angeles County Metro service area. This project aims to renew transit infrastructure assets, ensuring their continued functionality and useful life. These assets are crucial fire-life safety systems needed to operate bus divisions and facilities and protect frontline workers serving communities across the county, including those located within Equity Focus Communities (EFCs).

The C1229 IFB procurement for the Bus Divisions and Facilities Fire Alarm System was solicited as a Small Business Enterprise (SBE) Prime Set-Aside. The recommended firm, Global Electric, Inc. made an SBE commitment as the prime and will perform 76.91% of the work with its own workforce. Global Electric is SBE certified and met the Small Business Prime Set-Aside requirements established for this project work.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

Modernizing the fire alarm systems is essential for maintaining safety and reliability standards across bus divisions and facilities. This initiative plays a pivotal role in fostering a top-tier transportation system, thereby enriching the quality of life for Metro riders throughout Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may choose not to increase the LOP budget. This is not recommended by staff because the existing fire alarm systems at the identified locations are nearing the end of their useful lives. They are safety sensitive, and choosing not to perform or postpone modernization may impact service reliability if fire alarm systems become non-operational, rendering the facility non-compliant with fire codes and regulations. Working fire alarm systems are required for facility occupancy. Otherwise, temporary fire watch orders must be put into service. Additionally, unscheduled maintenance repair costs on a per component basis will result in higher operating costs versus reduced costs when performing work as scheduled.

NEXT STEPS

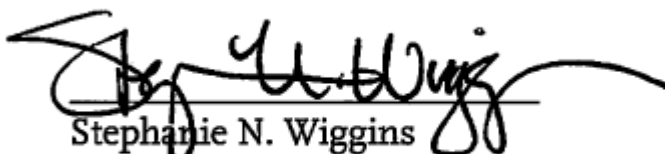
Upon Board approval of the requested LOP, the CEO may approve the low bid contract award, pursuant to California Public Utilities Code 130051.9(c). The contract will be executed, and Operations - Infrastructure Maintenance and Engineering will proceed forward with the project scope.

ATTACHMENTS

Attachment A - Project 202333 Expenditure Plan

Prepared by: Rudy Loera, DEO, Operations Engineering (213) 922-7218
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer

CP 202333 Expenditure Plan
Bus Divisions and Facilities Fire Alarm System Modernization

Use of Funds	ITD	FY24	FY25	FY26	Total
IFB C1229 Bus Divisions and Facilities Fire Alarm System Replacement (Global Electric)			\$ 3,500,000	\$ 2,995,000	\$ 6,495,000
PS84537MOWTO62000 Task Order for Fire Alarm System Design and Specifications (Gannett Fleming)	\$ 340,360				\$ 340,360
Contract No. C61387C1172-3 Bus Divisions and Facilities Fire Alarm System Replacement D/B (Robnett Electric)	\$ 149,432				\$ 149,432
3000006021 Fire Control Panel Assessment (HDR Engineering)	\$ 127,834				\$ 127,834
AE47810E0128000 Systems Engineering Task Order for Fire Alarms Support (Secotrans)	\$ 20,301				\$ 20,301
Other Miscellaneous Services	\$ 5,286				\$ 5,286
Metro Facilities Maintenance Labor			\$ 300,000	\$ 250,000	\$ 550,000
Agency Costs (Design Support During Construction, Project Management, Procurement, Labor Compliance)	\$ 430,073	\$ 40,000	\$ 350,000	\$ 346,714	\$ 1,166,787
Contingency 15%					\$ 975,000

Yearly Cash Flow Forecast \$ 1,073,286 \$ 40,000 \$ 4,150,000 \$ 3,591,714 \$ 9,830,000



Board Report

File #: 2024-0233, File Type: Appointment

Agenda Number: 28.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 16, 2024

SUBJECT: MEMBERSHIP ON METRO'S GATEWAY CITIES SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities Service Council.

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives who serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can service additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The Gateway Cities Service Council currently has two vacancies created by Councilmembers who have recently resigned.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region of their service council; have a basic working knowledge of public transit service within their region, and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions on proposed bus route changes, and considering staff's recommendations and public comments. All route and major service changes that are approved by the MSCs will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The individuals listed have been nominated to serve on the Gateway Cities Service Council by this Council nominating authority to fill the vacancies left by recent resignations from the Council. If approved by the Board, these appointments will serve for the remainder of the three-year terms and the subsequent terms specified. A brief listing of qualifications and the nomination letter for the new nominees are provided in Attachments A and B.

Gateway Cities

- A. Danny Hom, Re-Appointment
 Nominated by: Gateway Cities Council of Governments
 Term: Remainder of July 1, 2022 - June 30, 2025 term and subsequent term of July 1, 2025 - June 30, 2028

- B. Jesse Flores, New Appointment
 Nominated by: Gateway Cities Council of Governments
 Term: Remainder of July 1, 2021 - June 30, 2024 term and subsequent term of July 1, 2024 - June 30, 2027

- C. Priscilla Papias, New Appointment
 Nominated by: Gateway Cities Council of Governments
 Term: Remainder of July 1, 2021 - June 30, 2024 term and subsequent term of July 1, 2024 - June 30, 2027

For reference, the table below contracts the 2022 American Community Survey demographic and 2023 Metro Ridership Survey demographics data for the region with Service Council membership, should these nominees be appointed. Each Council has nine seats; one seat is equivalent to 11% of the Council’s membership.

Gateway Cities (GWC) Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
GWC Region	65.9%	14.1%	9.6%	7.9%	0.2%	2.4%
GWC Ridership	51%	16%	10%	18%	1%	4%
GWC Current Membership/No.	88%/8	0%/0	0%/0	0%/0	0%/0	11%/1

Gateway Cities (GWC) Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
GWC Ridership	51%	46%	2%	1%
GWC Current Membership/No	55% (5)	44% (4)	0%	0%

Note: Los Angeles County data taken from 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth.

DETERMINATION OF SAFETY IMPACT

Maintaining a fully appointed service council of representatives for each service area is important, as each Representative is required to regularly use public transit, and each Council is composed of people from diverse areas and backgrounds. This enables each Council to better understand the needs of transit riders, including the need for safe operation of transit service and safe location of bus stops.

EQUITY PLATFORM

Metro seeks to appoint Service Council members who represent the diverse communities, needs, and priorities of each respective region. To encourage nominating authorities to nominate individuals who will closely reflect the region and its ridership, staff shares regional ridership, resident, and Service Council membership race/ethnicity and gender demographics with each nomination request. These practices will continue to be utilized in an effort to work towards Council composition that more closely matches the demographics of each region and its ridership. Staff will also continue to encourage nominating authorities to improve representative membership through their appointments as opportunities arise.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow this Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Councils having a less diverse representation of their respective service areas.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas.

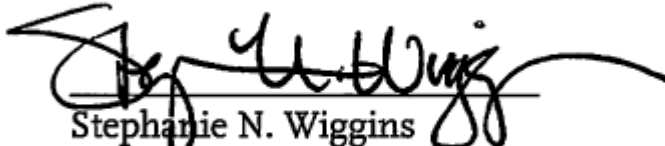
ATTACHMENTS

Attachment A - Nomination Letter

Attachment B - New Nominees Biographies and Qualifications

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEES NOMINATION LETTER

SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES COUNCIL OF GOVERNMENTS

April 8, 2024

- Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commercer
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

Ms. Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three elected officials to fill 2 seats expiring on June 30, 2024, and one (1) seat expiring June 30, 2025.

At its regularly scheduled meeting of April 3, 2024, the Gateway Cities Council of Governments Board of Directors nominated the following applicants:

- Jesse Flores, a community member & resident of Norwalk. Jesse Flores will fill the seat expiring June 30, 2024, for the term beginning July 1, 2024 through June 30, 2027;
Priscila Papias, a community member & resident of Long Beach. Priscila Papias will fill the seat expiring June 30, 2024, for the term beginning July 1, 2024 through June 30, 2027; and
Danny Hom, a community member and current member of the Service Council. Danny will complete his term expiring June 30, 2024, he will finish Marisela Santana's term that expires June 30, 2025, and will also serve the subsequent term expiring June 30, 2028.

A copy of the nominee's applications is enclosed.

We would appreciate your assistance in agendizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Hector De La Torre (handwritten signature)

Hector De La Torre, Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils

Jesse Flores, Nominee to Gateway Cities Service Council



Jesse Flores is employed as a Grants Analyst for the California Workforce Investment Board where he coordinates grantee projects for the Workforce Accelerator Fund (WAF) and provides CalJOBS technical assistance for grantee fiscal reporting and client management.

A resident of Norwalk, Mr. Flores is a regular Metro public transit user and Executive Director of the volunteer-run community-based organization Norwalk Unides, an organization that advocates for active transportation across the Gateway Cities.

Mr. Flores earned his Bachelor degree in Geography and a Master degree in City/Urban, Community and Regional Planning both from University of California, Los Angeles.

Priscila Papias, Nominee to Gateway Cities Service Council



Originally from Southeast Los Angeles, Priscila Papias is a resident of North Long Beach and an active transit user. Ms. Papias currently works as a Community Forestry Coordinator for Tree People.

Prior to joining Tree People, Ms. Papias worked with Sowing Seeds of Change, a Long Beach based non-profit that employs transition-age people with disabilities and foster youth (ages 18-22) through a job-readiness program, grow organic produce, and host educational workshops for the neighboring community.

Ms. Papias holds a Master of Science degree from the University of Michigan in Natural Resources and Environment Conservation Ecology and a Master of Arts in Educational Studies Teaching and Learning. Ms. Papias completed her undergraduate work at University of California Berkeley, earning a Bachelor of Arts in History and a Bachelor of Science in Conservation and Resources Studies.



Nominations to Metro Service Councils May 2024

Gateway Cities Nominations

- There are 9 members on each Service Council; Members serve three-year terms which are staggered among members. There are no term limits.
- Members are nominated by the region's appointing authority/authorities and confirmed by the Metro Board.
- The Gateway Cities Service Council has 2 vacancies created by the resignation of two members in February 2024, prior to the end of their terms.
- Annual appointments are made in June, and new members are sworn in at the subsequent meeting.
- Due to the difficulty in obtaining and maintaining quorum at the monthly meetings, the nominating authority, Gateway Cities Council of Governments, opted to have their appointments move forward early.

Nominees and Terms

- Jesse Flores: new appointee
 - ✓ Replacing current member Danny Hom whose term expires June 30, 2024
 - ✓ Also nominated to serve subsequent term of July 1, 2024 through June 30, 2027
 - ✓ Resident of Norwalk

- Priscila Papias: new appointee
 - ✓ Replacing previous member Wally Shidler whose term expires June 30, 2024
 - ✓ Also nominated to serve subsequent term of July 1, 2024 through June 30, 2027
 - ✓ Resident of Long Beach

- Danny Hom: reappointment of incumbent member
 - ✓ Completing term of previous Member Marisela Santana that expires June 30, 2025
 - ✓ Also nominated to serve subsequent term of July 1, 2025 – June 30, 2028
 - ✓ Resident of Cerritos

Council Composition

With these nominees, Gateway Cities Service Council composition and representation will be:

Gateway Cities (GWC) Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
GWC Region	65.9%	14.1%	9.6%	7.9%	0.2%	2.4%
GWC Ridership	51%	16%	10%	18%	1%	4%
GWC Current Membership/No.	88%/8	0%/0	0%/0	0%/0	0%/0	11%/1

Gateway Cities (GWC) Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
GWC Ridership	51%	46%	2%	1%
GWC Current Membership/No	55% (5)	44% (4)	0%	0%

Area representation will be:

- Cerritos (Councilmember Daniel Hom)
- Huntington Park (Councilmember Karina Macias)
- Long Beach (Councilmembers Raul Añorve, Mary Zendejas, and Nominee Priscila Papias)
- Lynwood (Councilmembers Jose Muñoz Guevara)
- Maywood (Councilmember Samuel Peña)
- Norwalk (Nominee Jesse Flores)
- South Gate (Councilmember Maria Davila)