



Board Report

File #: 2017-0798, File Type: Contract

Agenda Number: 24.

PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Locally Preferred Alternative (LPA) as Alternative #4 (modified): At-grade Light Rail Transit (LRT) with the Rail Maintenance and Storage Facility Option B;
- B. AUTHORIZING the Chief Executive Officer to:
- EXECUTE Modification No. 16 to Contract No. PS4370-2622 with KOA Corporation (KOA) to exercise Option B for the Project's Final Environmental Impact Statement/Report (EIS/EIR) in the amount of \$699,255, increasing the total contract value from \$5,559,918 to \$6,259,173;
 - EXECUTE Modification No. 17 to Contract No. PS4370-2622 with KOA for technical analysis including advanced conceptual engineering (ACE), first/last mile planning, a connectivity study with the Metro Orange Line and grade crossing safety analysis in support of an at-grade LRT Alternative #4, in the amount of \$2,021,013, increasing the total contract value from \$6,259,173 to \$8,280,186; and
 - INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4370-2622 in the amount of \$400,000, increasing the total amount from \$1,039,443 to \$1,439,443.

ISSUE

Metro is the lead agency for the California Environmental Quality Act (CEQA) EIR clearance and the Federal Transit Administration (FTA) is the lead agency for the National Environmental Policy Act (NEPA) EIS clearance. As the lead agency for the CEQA clearance, Metro has, in coordination with the FTA and the cities of Los Angeles and San Fernando, completed an environmental analysis for the East San Fernando Valley Transit Corridor Project.

Board action on the selection of an LPA is needed to prepare the Final EIS/EIR and remain on schedule, with an opening date of 2027. Selection of the LPA and preparation of the Final EIS/EIR

collectively is a key milestone in the project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

BACKGROUND

The East San Fernando Valley Transit Corridor (ESFVTC) Project is a proposed 9.2-mile transit corridor that would extend north from the Metro Orange Line (MOL) for 6.7 miles in the median or along the curb of Van Nuys Boulevard, and then northwest on or adjacent to San Fernando Road for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

At the November 20, 2013 meeting, the Board received and filed an update on the initial phases of the Draft EIS/EIR for the ESFVTC Project (Item #25). At that time, Bus Rapid Transit (BRT) and LRT were the build alternatives identified to be studied and \$170.1 million had been reserved for the Project in Metro's 2009 Long Range Transportation Plan (LRTP). While working on the environmental document, Metro found that all the build alternatives would cost more than what had been reserved for the Project in the 2009 LRTP, with the LRT alternatives projected to cost significantly more. The Federal Transit Administration (FTA) as lead agency for the EIS, declined to advance the joint environmental document because a reasonable and achievable funding package was not identified. Subsequently in November 2016, Measure M was passed by Los Angeles County voters, which estimated \$1.3 billion in funding for the Project. With a funding package identified, the FTA agreed to proceed with environmental review.

If LRT is chosen as the preferred alternative, the LRT tracks adjacent to San Fernando Road would operate on the westerly portion of the Metro-owned railroad right-of way (ROW) and Metrolink would operate on the easterly portion of the ROW. The Project's Draft EIS/EIR assessed four build alternatives along with the required Transportation Systems Management (TSM) and No-Build alternatives. The build alternatives include two BRT (curb running and median running) and two LRT (standard LRT and low-floor LRT/tram) alternatives. The number of stations considered ranged from 14 to 28 and both at-grade and partial-subway alternatives were considered. If LRT is selected as the preferred alternative, the environmental document also evaluated three candidate locations for a maintenance and storage facility (MSF).

The ESFVTC Project is identified in the Measure M ordinance as a "high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations along 9.2 miles". Per the Measure M Expenditure Plan, \$1.331 billion has been estimated for the Project in 2015 dollars. Staff's LPA recommendation for the ESFVTC Project is consistent with the ordinance.

DISCUSSION

A detailed description of each of the alternatives is provided in the attached Executive Summary to the Draft EIS/EIR (Attachment A). The full Draft EIS/EIR is available on the Project website at: www.metro.net/projects/east-sfv <<http://www.metro.net/projects/east-sfv>>. A description and factors to consider for each alternative are described below.

Build Alternative 1 - Curb-Running BRT

In the evaluation of the curb-running BRT alternative, it was determined that frequent intersections and a high concentration of businesses exist along Van Nuys Boulevard. A motor vehicle would need to enter the curbside BRT lane to navigate a right-turn into a parking lot or onto one of the many intersecting roadways. This motor vehicle movement would significantly impact the alternative's operating efficiencies and substantially affect vehicular access to businesses.

Build Alternative 2 - Median-Running BRT

This alternative would realize superior BRT operation efficiencies by operating in an exclusive lane in the middle of Van Nuys Boulevard and avoiding most motor vehicle conflicts. However, because an articulated bus can only seat 57 passengers, overcrowding could be a problem, especially if bus spacing is not maintained. Because bus stops for local buses are currently at approximate ¼-mile intervals on Van Nuys Boulevard, and because median-running BRT would have stops every ¾ of a mile, local buses would remain in the curb lane and not benefit from the median bus lane.

Build Alternative 3 - Low-Floor LRT/Tram

The low-floor LRT/tram alternative would operate similar to existing local bus service with stops at approximate 1/3-mile intervals. There would be 28 stations with median platforms that would be elevated about two feet thereby matching the height of low-floor train cars. A technical review found that having 28 stations over a 9.2-mile alignment would result in poor operating efficiencies (42 minutes to travel end-to-end by 2040). Because of the frequent stops, the alternative's travel speed would be less than that of the BRT alternatives.

Build Alternative 4 - LRT At-Grade and Subway

This alternative would resemble other Metro-operated LRT systems with high floor trains, an elevated station platform, and spacing that would enable the system to realize significant operating efficiencies (14 stations). The alternative includes 2.5-miles of subway and three underground stations (Sherman Way, Van Nuys Metrolink Station, and Roscoe Boulevard). However, the analysis found that a short subway segment would cost an additional \$1.4 billion, doubling the Project cost, but only reduce passenger travel time by approximately two minutes. For this reason, the recommended LPA is deemed "modified" because it does not include the subway segment. The alternative would realize significant efficiency improvements (29 minutes to travel end-to-end by 2040), and the highest projected corridor boardings (47,400 by 2040).

Maintenance and Storage Facility (MSF)

Should the Board identify a rail alternative as the LPA, a MSF is required. Staff considered three candidate sites: Option A - west of the MOL Van Nuys Station; Option B - west of Van Nuys Boulevard and immediately south of the Metrolink tracks; and Option C - west of Van

Nuys Boulevard and immediately north of Metrolink tracks. All options would be within a ¼-mile of the alignment and are 25 to 30 acres in size. When the community was notified of the three MSF options, significant opposition to Option A materialized due to the number of businesses that would be affected/displaced. A limited number of comments were received pertaining to Options B and C; however, a letter was received from Los Angeles City Council District 6 which covers this area, in support of Option B. Comments were received in support of a fourth option (not included in the Draft EIS/EIR) that would be on LADWP land to the east of the Van Nuys Metrolink Station. Metro looked at this land but determined that it was more than a ¼-mile from the alignment and would require navigating through LADWP property to access. In addition, LADWP provided a comment letter stating their intention to use this land for planned expansion as early as 2019 and that it was therefore unavailable.

Public Outreach

The Draft EIS/EIR was released for a 60-day public review period on September 1, 2017. Metro hosted five public hearings and in total, more than 900 comments were received. Per the “Public Comment Summary Report” (Attachment B), the two most common comments received were:

- 1) Support for an at-grade LRT alternative with 14 stations; and
- 2) Opposition to Maintenance and Storage Facility Option A, which is adjacent to the MOL Van Nuys Station

Two comments were received that require additional study, both of which can be addressed as part of the Final EIS/EIR:

Southern California Regional Rail Authority (SCRRA) - The SCRRA requested additional safety analysis be undertaken along the 2.5-mile shared railroad ROW that is adjacent to San Fernando Road and between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station. There are six at-grade intersections along this span of ROW where a single regional rail track currently exists. In response, staff will undertake a more detailed “LRT Grade-Crossing and Safety Study” as a part of the technical analysis recommended in this report to support the Final EIS/EIR.

The SCRRA letter also cited Metro’s Brighton to Roxford Double Track Study, which includes the addition of a second mainline track along the same span of ROW that is proposed for use by the light rail project. This would create a total of four tracks including two for the East San Fernando Valley light rail project and two for the Brighton to Roxford regional rail project in the segment between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station. Initial reviews indicate the ROW width is adequate to accommodate all four tracks, however, staff will undertake a more detailed advanced conceptual engineering design as a part of the technical analysis recommended in this report to support the Final EIS/EIR and to insure that a future regional rail track is not precluded.

City of San Fernando - The City of San Fernando expressed support for LRT, but requested that Metro work to minimize the need to acquire industrial properties in the City. There is sufficient room for LRT, the existing single regional rail track, and a Class 1 bike path for most of the one-mile

segment that passes through the City. However, because the ROW narrows north of Brand Boulevard, staff initially thought industrialized land acquisition would be required. Staff has re-reviewed the ROW and is now confident that it can significantly reduce or eliminate acquisitions of industrialized properties in the City of San Fernando. To insure that impacts to industrial properties are minimized to the greatest extent possible, staff will undertake Advanced Conceptual Engineering (ACE) in close coordination with the City of San Fernando as a part of the technical analysis recommended in this report to support the Final EIS/EIR.

Additional Considerations

- Van Nuys Station/MOL Connection - After the ESFVTC Draft EIS/EIR was near completion, Metro initiated, as a separate study, the MOL-BRT Improvement Study. The MOL-BRT study is considering a grade-separated BRT station at Van Nuys Boulevard. The current ESFVTC Draft EIS/EIR envisions an at-grade to at-grade station connection with the MOL. If the MOL project independently selects a grade separation at Van Nuys Boulevard, the MOL aerial station will require a vertical connection to the ESFVTC. In that scenario, a connectivity study is needed to identify modifications to the ESFVTC to enable the Project to properly connect with the MOL. This connectivity study would be concurrently conducted with the preparation of the Final EIS/EIR as a part of the technical analyses recommended in this report. Each Project has independent utility as they don't connect; rather the ESFVTC's southern terminus would be under the MOL's Van Nuys Station, where transit users would be able to transfer via a vertical connection (i.e., escalator, stairs, and/or elevator).
- First/Last Mile (F/LM) - In December 2016, the Board directed staff to include F/LM components in all LRT Transit Corridor Studies. The Board policy requires that F/LM be integrated in the planning and delivery of the transit project, and allows that those F/LM improvements included in the project may be implemented by the local agency and counted toward satisfying the 3% local match requirement, which is reflected in the Measure M implementing guidelines. However, those projects where such cost and scope are finalized in advance of the F/LM plans are considered "transitional", and separate funding outside the rail project budget must be secured to implement an F/LM plan.

Because the policy was not in place before the Draft EIS/EIR was substantially written and submitted to the FTA for review for the Project, it will be concurrently addressed in parallel with the Final EIS/EIR phase. The F/LM study will be developed based on the Project. However, it will not be environmentally cleared as part of the Project EIS/EIR. Funds to undertake the F/LM studies are included in the technical studies recommended in this report. Consistent with the F/LM procedures and policies approved by the Board, F/LM recommended improvements emerging from LRT Transit Corridor plans must be included in the project scope and cost estimate, which is determined when 30% design is completed, to be a potential basis for 3% cost contributions.

Prior to proceeding with the above technical studies, an LPA needs to be selected by the Board in order to focus further work on a single Project that can be environmentally cleared when the Board

reviews and acts on the Final EIS/EIR and the FTA reviews and acts on the Final EIS. The Draft EIS/EIR analysis and community support have developed a strong consensus for the selection of LRT as the preferred mode for the Project. The MSF Site Option B (Attachment D) emerged as the recommended site for LRT maintenance and storage over Site Options A and C. Work on the above technical studies will be managed by the prime consultant, KOA, Inc., and performed by sub-consultants on the consultant team, as supervised by Metro staff. A Notice to Proceed will be issued following Board approval of the recommendations in this report.

Summary of Public Comments

As summarized in Attachment B, Metro hosted five public hearings and in an effort to increase public participation, public hearings were held at various locations and times of day. An additional informational meeting was held on October 10, 2017 to address specific concerns from property owners and tenants whose properties were identified for potential acquisition.

Approximately 350 persons attended and more than 900 comments were received by mail, email, through the Project website, and in-person at public hearings and community events. Some of the more common comments included:

- Strong preference for LRT;
- Strong opposition to MSF Option A;
- Significant support for a 14-station LRT option;
- Property acquisition concerns;
- Concerns pertaining to potential construction-related impacts;
- Support for potential transit connections to:
 - Future Metro Projects (Sepulveda Transit Project, MOL Improvements)
 - Amtrak and Metrolink;
- General safety and security concerns with public transit; and
- Concerns pertaining to the loss of on-street parking and loss of bike lanes

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

LPA Recommendation

Based on the technical evaluation and public stakeholder input, Alternative 4, modified to be at-grade LRT only, is recommended as the LPA (Attachment C). The operating efficiencies that would be realized through LRT Alternative 4, along with the number of corridor boardings that the alternative is projected to generate, best matched the Project's purpose and need to:

- Improve north-south mobility
- Provide more reliable operations and connections between key transit hubs/routes
- Enhance transit accessibility/connectivity to local and regional destinations
- Provide additional transit options in a largely transit-dependent area
- Encourage mode shift to transit

The modified LRT Alternative 4 recommendation matches Metro's Metro M commitment to San Fernando Valley voters to construct a "high-capacity" transit project that extends from the MOL to the Sylmar San Fernando Metrolink station (9.2 miles). A three-car train set can accommodate up to 400 riders, which is far greater capacity than can be achieved with the other BRT alternatives evaluated.

The projected total cost for Alternative 4 with mix of at-grade and subway is \$2.7 billion (2014 dollars), which exceeds the \$1.331 billion (2015 dollars) estimated for the Project in the Measure M Expenditure Plan. However, by changing the subway portion of the alignment to at-grade, the projected total cost would be within range of the Measure M estimate. Due to its higher capacity, the LRT alternative could operate with a shorter headway and thereby have less of an impact to traffic. The train's capacity would also reduce overcrowding, which is a common issue for the articulated buses that currently operate on Van Nuys Boulevard. This corridor has some of the highest bus boardings in Metro's system, because of a high number of transit-dependent riders.

The LRT recommendation is also in-line with comments received during the Draft EIS/EIR 60-day public review period. The community voiced strong support for a rail alternative that would reduce travel time through and within the corridor. Although the community was supportive of the 2.5-mile subway, most stated that they'd prefer to have an at-grade LRT system now, rather than wait for additional funds to be identified for a subway. In addition, some voiced concern over the construction impacts (including additional ROW acquisitions) that would occur if a subway were built.

The Draft EIS/EIR also evaluated three potential MSF sites. Based on a technical analysis of all three and public input, Option B (Attachment D) is recommended. MSF Option B is strategically located at the mid-point of the alignment and is the only option which does not significantly impact residential properties. Significant opposition to Option A (adjacent to the MOL) was expressed by the community, while Option B was the only MSF option that received support comments including letters from a local Los Angeles City Councilmember and Panorama City Neighborhood Council. It is unknown at this time if the future Sepulveda Transit Corridor can share the Option B MSF, as that project is in the early phase of a Feasibility Study in which alignments and modes are under preliminary evaluation.

The LRT recommendation is consistent with the goals/objectives outlined in the Metro Equity Platform Framework in that the Project alignment is located in a disadvantaged, underserved community where access to premium transit service is limited. There is a high concentration of minority communities residing in the ESFVTC study area including a significant concentration of Hispanic or Latino 71.7% (35% higher than the City of Los Angeles and 24% higher than the County). Approximately 17.5% of the households in the study area are below the poverty level, which is 0.2% higher than the City and 3.5% higher than the County. The ESFVTC Project will provide residents with direct connections to the Antelope Valley and Ventura County Metrolink lines and to the MOL, which connects to the Metro Red Line. Through these regional connections, underserved populations will have access to employment and educational opportunities, which otherwise would be much more difficult to reach without the Project. The F/LM Project component will promote equity and sustainability by connecting underserved neighborhoods to the Metro transit network. The community will be included in the process of identifying the pedestrian, bicycling, landscaping and other F/LM enhancements.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY19 budget includes \$1.2M for the contract modifications in Project 465521, East San Fernando Valley Transit Corridors, Cost Center 4350, Systemwide Team 2. Board approval of this item will allow Metro staff to continue to develop the Project to its next milestones: completing the environmental process and initiating preliminary engineering.

Since this is a multi-year project, the cost center manager and the Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The funding sources include Measure M (35% - Transit Construction) and Measure R (35% - Transit Capital), which are not eligible for bus and rail operating expenses.

At this time, the total estimated cost for the Project is approximately \$1.3 billion and consistent with the total cost previously reported to the Board (as part of the Draft EIR/EIS and Measure M Expenditure Plan). Staff is concurrently pursuing funding for the Project, in accordance with the funding sources identified in the Long Range Transportation Plan Financial Forecast (Metro's system-wide funding plan for Board-approved projects). The Project was recently awarded approximately \$202 million in State Transportation Improvement Program (STIP) funds, as well as \$205 million in SB1 - Gas Tax Transit Intercity Rail Capital Program (TIRCP) funds. These funds will be available for the Project's future construction costs.

ALTERNATIVES CONSIDERED

The Board may decide to not select a LPA for the ESFVTC Project. This is not recommended, as it would delay the Project, making it difficult to meet the Measure M Expenditure Plan schedule. Alternately, the Board may decide to not select the LRT alternative as the Project's LPA. This is not recommended because the LRT alternative would realize the greatest operating efficiencies, would accommodate far more riders and attract more boardings, and is the alternative that enjoys overwhelming support from the impacted community.

The Board may decide to select another alternative as the Project's LPA. The other alternatives evaluated in the Draft EIS/EIR are identified below, along with staff's reasoning for why the alternative was not recommended:

- Alternatives 1 and 2: Curb-running and median-running BRT - both the BRT alternatives had capacity concerns as an articulated BRT has a maximum capacity of 69 riders, which is far less than a three car LRT train-set which has a capacity of 400 persons. Overcrowding is a frequent problem for articulated buses that currently operate on Van Nuys Boulevard. In addition, the operation efficiencies that would be realized by the alternatives would not be significantly superior to those enjoyed by existing bus service. The community voiced strong support for LRT and opposition to BRT.

- Alternative 3: Low-Floor LRT/Tram - This alternative includes 28 stations (approximate 1/3-mile intervals) which resulted in operating efficiencies that were less than that of the BRT alternatives. The low-floor stations would help efficiencies, but the unique configuration would prevent trains from seamlessly connecting with other LRT lines if extended in the future. The community was very receptive to LRT, but strongly preferred a fourteen station design that could operate at greater speeds and reduce travel time.
- Alternative 4 (unmodified): At-Grade and Subway - This alternative without the proposed modification to eliminate the subway segment is double the project cost estimate in Measure M, has greater property impacts, and would substantially delay the timeline for delivery of the project; it is therefore not recommended.

If at-grade LRT is chosen as the LPA, the Board may also decide to not select Option B as the LPA for a MSF to house and service the trains. In addition to Option B, two additional locations were evaluated for an MSF in the Draft EIS/EIR. These MSF options are identified below along with staff's reasoning for why the Option is not recommended:

- MSF Option A: This MSF option, which would be located to the west of the Van Nuys MOL Station, resulted in significant opposition from the community. The area has many businesses due to the zoning in place.
- MSF Option C: This MSF option would be located to the west of Van Nuys Boulevard and immediately north of the Metrolink tracks in Panorama City. The option proved to be more difficult to access due to the dip in Van Nuys Boulevard where Metrolink passes. There are also several multi-unit residential properties to the north of the option that would be impacted by a train yard's noise and vibration.

NEXT STEPS

After selection of an LPA, staff will initiate work on the Project's Final EIS/EIR. Staff anticipates returning to the Board in early 2019 for Project Certification and then approaching the FTA to obtain a Record of Decision (ROD).

Upon Board approval, staff will execute Modifications No. 16 and 17 to Contract No. PS4370-2622 with KOA and work will immediately commence on the LRT Grade Crossing and Safety Analysis; ACE; Van Nuys Station Connectivity Study; and the F/LM analysis. Staff anticipates this effort to take eight to twelve months to complete.

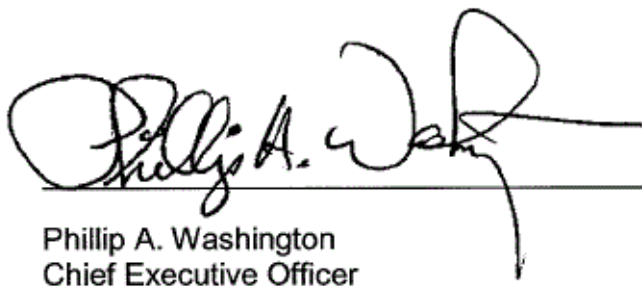
Staff will also release a Request for Proposals (RFP) for the Project's preliminary engineering phase. By releasing the RFP now, staff will be ready to approach the Metro Board for authorization to award PE immediately following Board Certification of the Project.

ATTACHMENTS

Attachment A - Executive Summary of the Draft EIS/EIR
Attachment B - Public Comment Summary Report
Attachment C - Project Description and Map of Recommended Locally Preferred Alternative
Attachment D - Map of Maintenance and Storage Facility (MSF), Option B
Attachment E - Procurement Summary
Attachment F - Contract Modification/Change Order Log
Attachment G - DEOD Summary

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EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT ENVIRONMENTAL IMPACT REPORT

EXECUTIVE SUMMARY



Metro



U.S. Department of
Transportation
Federal Transit Administration

ES.1 Introduction

The East San Fernando Valley Transit Corridor Project is a vital public transit infrastructure investment that would provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The proposed project would extend from the Sylmar/San Fernando Metrolink Station on the north to the Metro Orange Line on the south and provide area residents, businesses, and transit-dependent populations with improved mobility and access to the regional transit system. Figure ES-1 shows the regional Los Angeles County Metropolitan Transportation Authority (Metro) transit lines expected to be operational by the year 2040 and illustrates how the East San Fernando Valley Transit Corridor Project would improve access to the regional system.

In addition to mobility benefits, the East San Fernando Valley Transit Corridor Project would provide the project area with transportation, economic, land use, and environmental benefits. The analyses presented in this Draft Environmental Impact Study/Environmental Impact Report (Draft EIS/EIR) documents the impacts to the environment that could occur due to the project, as required by federal National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) regulations. It also illustrates how improved mobility to and from the project area has the potential to boost economic development and improve social justice by providing better access to employment, educational and health facilities, and activity centers. Improved transit connectivity and service would also increase transit ridership, which in turn could result in environmental benefits due to reduced vehicle trips, reductions in vehicle miles traveled, less roadway congestion, and improved air quality.

The East San Fernando Valley Transit Corridor Project is included in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS), adopted in April 2016. The RTP/SCS also outlines several projects in and around the project area aimed at maximizing the effectiveness, safety, and reliability of Southern California's transportation system.

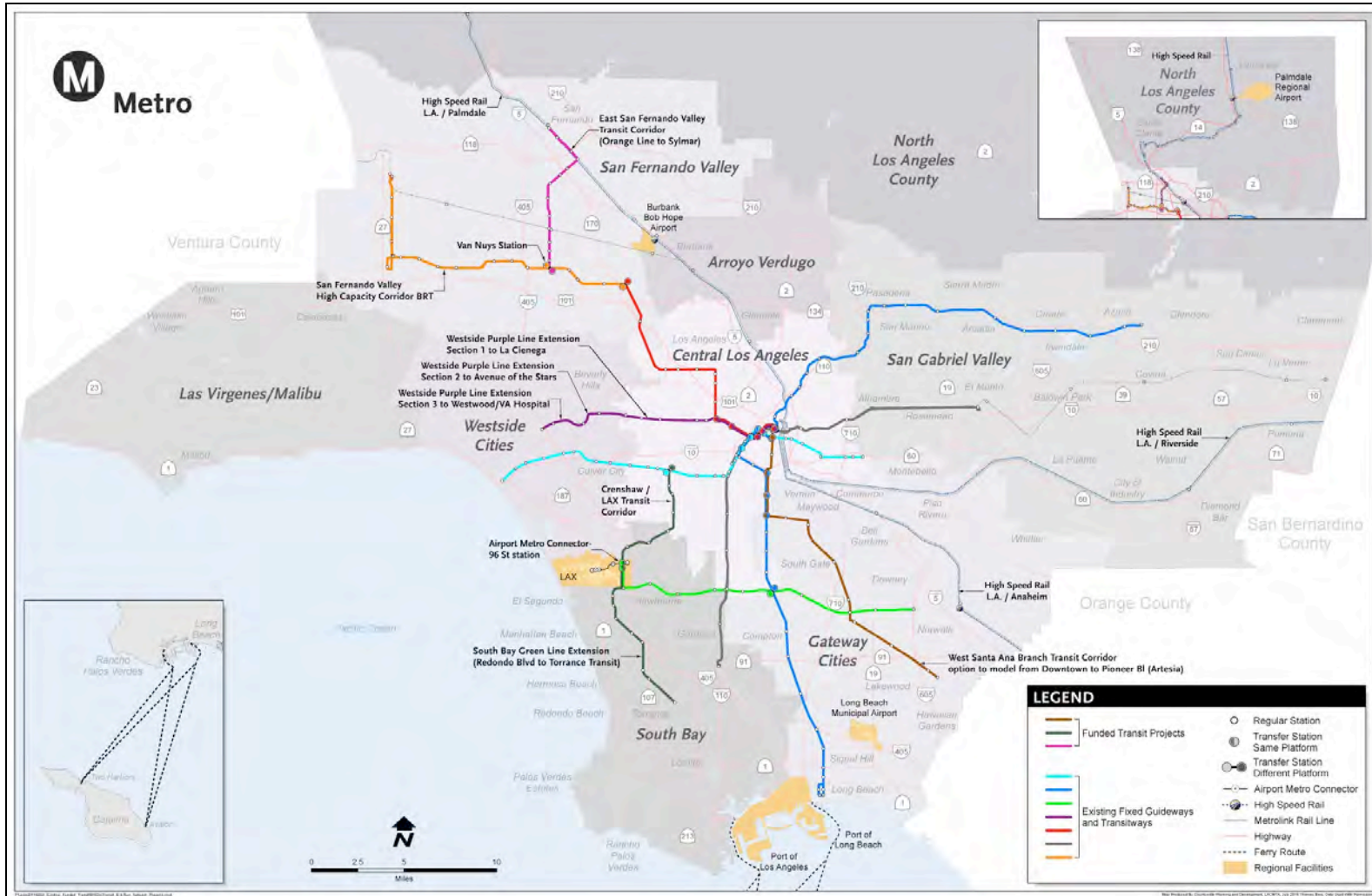
Project milestones for the East San Fernando Valley Transit Corridor Project include:

- Publication of the Draft EIS/EIR
- Public review and comment on the Draft EIS/EIR (45 days following publication)
- Publication of the Final EIS/EIR – Release of the Final EIS/EIR document is based on the condition that funding is available to allow for construction of the project within three years after issuance of the Record of Decision (ROD)
- Metro Board of Directors approves a project and adopts a Mitigation Monitoring and Reporting Program (MMRP) and CEQA Findings

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ES.6	Next Steps
ES.7	Summary of Environmental Consequences and Mitigation Measures

Figure ES-1: Existing and Proposed BRT and Rail Lines



Source: Metro, 2016.

- California Environmental Quality Act (CEQA) Notice of Determination (NOD)
- Federal Transit Administration (FTA) approves Record of Decision (ROD). Following the Federal ROD, the proposed project can proceed to final design, construction, and operation. The schedule of these milestones will be refined as the project nears the end of the state and federal mandated environmental review process.

ES.2 Purpose and Need

Purpose

The East San Fernando Valley Transit Corridor Project would provide new service and/or infrastructure that would improve passenger mobility and connectivity to regional activity centers, increase transit service efficiency (speeds and passenger throughput), and make transit service more environmentally beneficial via reductions in greenhouse gas emissions.

The purposes of the proposed project are summarized as follows:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the study area to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit-dependent population, including the disabled, high-transit ridership; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

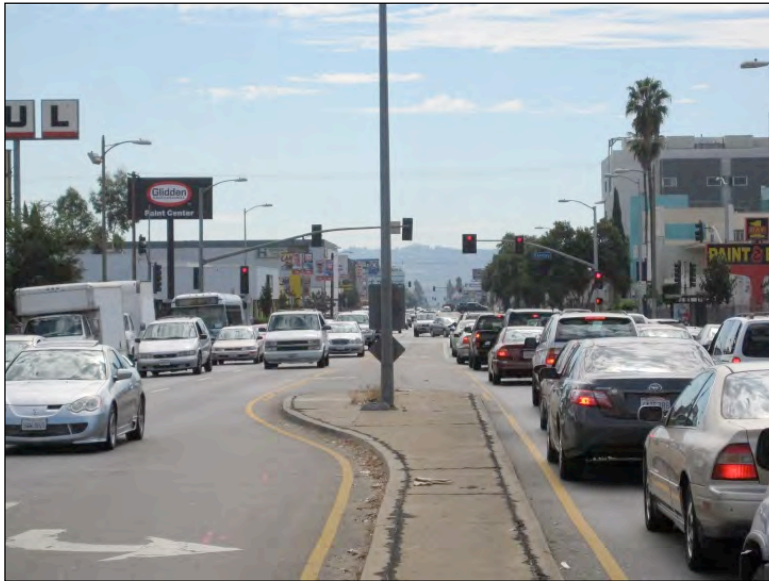
Need

The following mobility challenges within the project study area will continue to grow if no action is taken, due, in large part, to continued population growth, which increases the demand for transit service along the Van Nuys Boulevard corridor, a corridor that already has high population density and transit-dependent persons who rely on transit for daily transportation, including commuting:

- **Mobility challenges resulting from increased roadway congestion, affecting study area bus service** - Based on the Metro travel forecast model, the number of congested roadway segments (a portion of the roadway located between two intersections) in the study area is expected to increase from 126 to 162, a 29 percent increase in the AM peak hour and from 103 to 159, a 54 percent increase in the PM peak hour. Average speeds on these segments are expected to decrease by up to 12 miles per hour (mph) during the AM and PM peak hours. The increase in congested segments will result in lower vehicle speeds and increased travel delay in the study area, reducing mobility. Based on travel projections from the Metro model, the number of study intersections currently operating at LOS E or F along the Van Nuys Boulevard corridor will more than double by the year 2040.

Photo ES-1 shows typical existing congested conditions along the corridor.

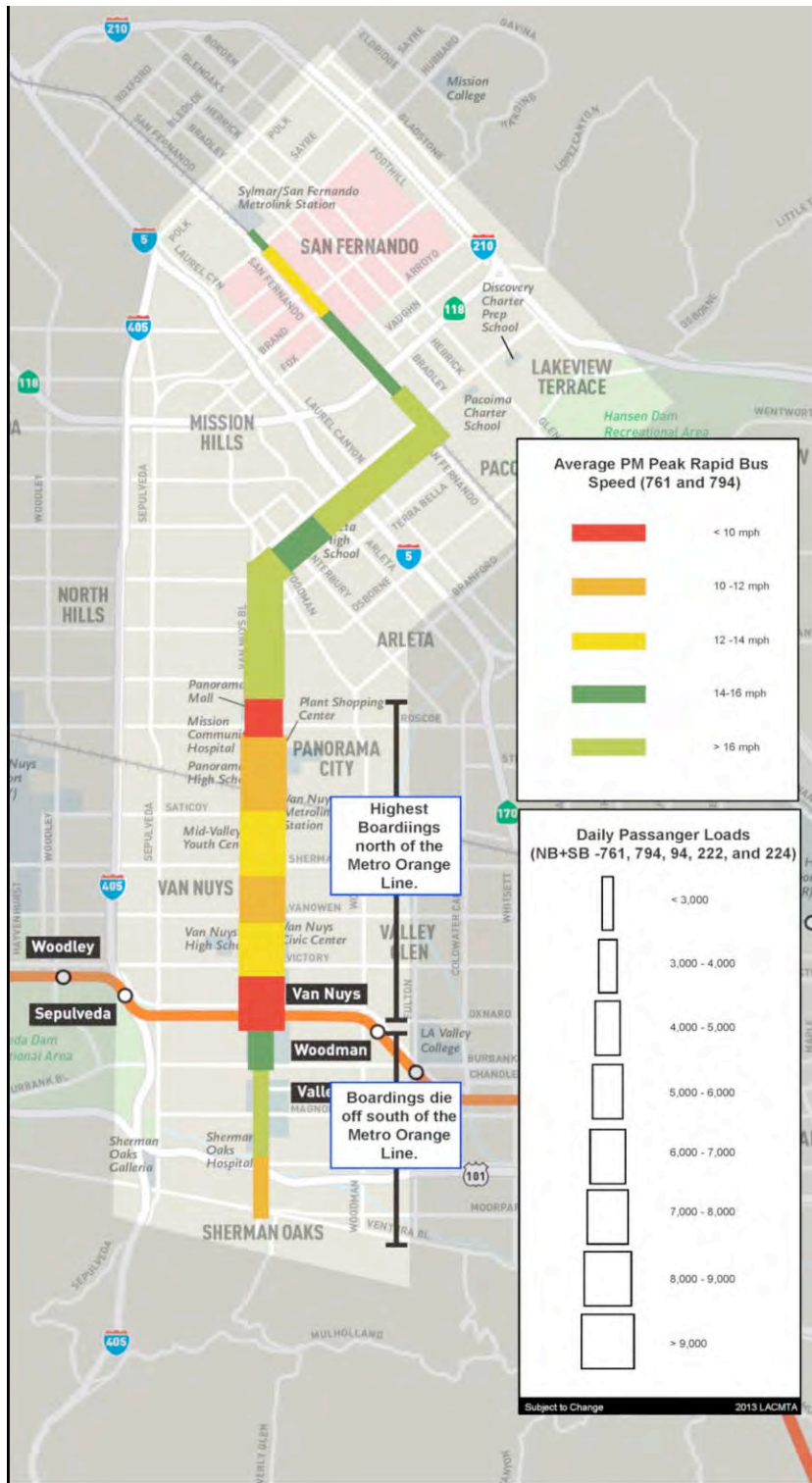
Photo ES-1: Existing Congestion on Van Nuys Boulevard Corridor



Source: Metro, 2016.

- **Increasing travel demand** - According to the Metro model, the person-trip distribution for the project study area indicates that a high number of travel trips tend to be localized to the communities within the area. Approximately 50 percent of the trips stay within the study area, with a large portion of trips occurring between the northern communities of the City of San Fernando and Pacoima and the southern communities of Mission Hills and Panorama City. These southern communities have a higher number of activity centers that include Kaiser Permanente Hospital, several high schools, and the Panorama Mall. A significant proportion of the overall study area trip distribution is to and from the Van Nuys Civic Center area, as demonstrated in Figure ES-2, constituting approximately 52 percent of all study area trips. These general trip trends are expected to remain similar in 2040 and show a high attraction of trips between the central study area and the Civic Center area. Because of the centralized trip patterns, transit accessibility and connectivity are integral to study area resident travel needs, especially to those who are transit dependent (35 percent). A total of 10 percent of households do not own a car and the average adult poverty ratio is 2.26 persons per acre compared to 1.08 per acre for Los Angeles County. These residents rely on Metro and City of Los Angeles Department of Transportation bus services for work and non-work trips within the study area and the greater Los Angeles County area. By 2040, the trip pattern is expected to remain similar, with a high number of trips (approximately 50 percent) staying within the study area. Local trips will remain a significant contributor to traffic and transit trends. Therefore, providing enhanced transit connections and accessibility to surrounding destinations is critical for residents that rely on public transit.
- **Transit service performance and reliability is decreasing due to increased congestion** - The existing bus service along the study area corridors does not meet the Metro on-time performance goal of 80 percent. This is directly correlated to levels of roadway congestion and related vehicular speeds, which together reduce the mobility of area bus riders. As congestion continues to increase, the reliability of bus service for riders will also worsen, because further congestion will further decrease bus speeds.

Figure ES-2: Existing Bus Boarding Distribution for Van Nuys Boulevard Corridor



Source: Metro, 2016.

- **Large transit-dependent population and expected growth in ridership** - The Van Nuys Boulevard corridor has the seventh highest total transit boardings on the Metro Bus system. This corridor is served by Rapid Line 761 and Local Line 233, which have combined passenger boardings that are the second highest in the San Fernando Valley, with the Metro Orange Line boardings at a slightly higher number. Sepulveda Boulevard and San Fernando Road also have some of the highest total boardings of all transit corridors in the San Fernando Valley. The demand in passenger boardings is constituted by both transit dependent and discretionary riders. The overall population density and the transit dependent population density are both more than twice as high in the study area as in the urbanized area of the County as a whole. The study area average of 0.53 zero-vehicle households per acre is 77 percent higher than the 0.30 County average. The study area average transit dependent population of 7.04 persons per acre is more than 100 percent higher than the 3.21 County average. The study area average of 2.26 adult persons below the poverty line per acre is over two times the 1.08 County average. Although population density and transit dependent population characteristics are expected to stay the same or improve slightly, study area population is expected to increase by almost 12 percent by the year 2040, and area employment will increase by approximately 15 percent. With the increase in population and employment growth, it is likely that there will be an increase in bus crowding (Photo ES-2).

Photo ES-2: Existing Bus Crowding



Source: Metro, 2016.

- **Exceeding air quality criteria pollutant standards within the study area** - Standards for many of the criteria pollutants monitored within the east San Fernando Valley have been exceeded multiple times during each of the previous three years of collected data (2010 – 2012). The traffic analysis indicates that travel speeds, vehicular delay, and congestion will worsen by 2040. This will result in increased gas consumption, and vehicle emissions in the study area. The increase in delay at the study intersections is expected to increase vehicle emissions and fuel consumption.

ES.3 Alternatives Considered

The following six alternatives include the No-Build Alternative, Transportation Systems Management (TSM) Alternative, two Bus Rapid Transit (BRT) alternatives, and two rail alternatives are evaluated in this Draft EIS/EIR:

- No-Build Alternative
- TSM Alternative
- BRT Alternatives
 - Alternative 1 – Curb-Running BRT Alternative
 - Alternative 2 – Median-Running BRT Alternative
- Rail Alternatives
 - Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative
 - Alternative 4 – LRT Alternative

All build alternatives (Alternatives 1 through 4) would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

No-Build Alternative

The No-Build Alternative represents projected conditions in 2040 without implementation of the project (Figure ES-1). No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. These projects include highway and transit projects funded by Measure R and specified in the current constrained element of the *Metro 2009 Long-Range Transportation Plan* (LRTP) and the 2016 Southern California Association of Governments (SCAG) *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Existing infrastructure and future planned and funded projects assumed under the No-Build Alternative include:

- Existing Freeways – Interstate 5, and Interstate 405, State Route 118, and U.S. 101;
- Existing Transitway – Metro Orange Line;
- Existing Bus Service – Metro Rapid and Metro Local Service;
- Los Angeles Department of Transportation Commuter Express, and DASH;
- Existing and Planned Bicycle Projects – Bicycle facilities on Van Nuys Boulevard and connecting east/west facilities; and
- Other Planned Projects – Various freeway and arterial roadway upgrades, upgrades to the Metrolink system and the proposed California High-Speed Rail Project.

This alternative establishes a baseline for comparison to other alternatives in terms of potential environmental effects, including adverse and beneficial environmental effects.

TSM Alternative

The TSM Alternative emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements such as increased bus frequencies and minor modifications to the roadway network. Additional TSM Alternative transit improvements that may be considered include, but are not limited to traffic signalization improvements, bus stop amenities/ improvements, and bus schedule restructuring.

The TSM Alternative could include enhanced operating hours and increased bus frequencies for Rapid Line 761 and Local Line 233. Under this Alternative, the Metro Rapid Line 761 and Metro Local Line 233 bus routes would retain existing stop locations (see Figure ES-3). It would not change the existing bus operations on San Fernando Road, including those of Metro Local Line 244 and Metro Rapid Line 794. This alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. These buses would be similar to existing Metro 60-foot articulated buses (shown in Photo ES-3), and each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

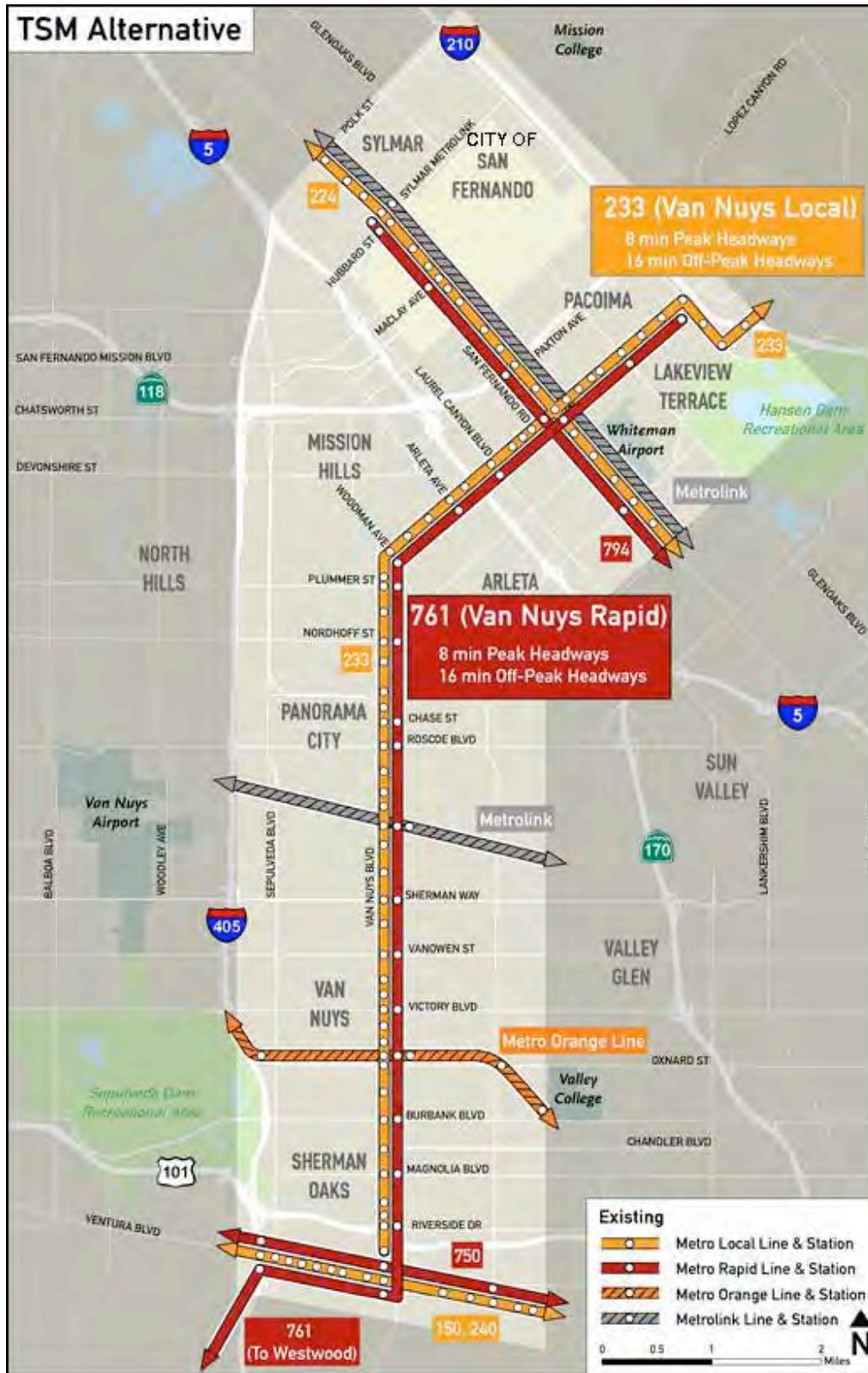
It should be noted that modifications were made in December 2014 to one of the primary Metro bus routes operating on Van Nuys Boulevard after this project analysis was already underway. Metro Rapid Line 744 was added connecting Pacoima in the east to Northridge in the west, and traveling for a large portion of the route (north-south) along Van Nuys Boulevard, and replacing the Metro Rapid Line 761. For the purposes of this study, the evaluation was based on the routes (Metro Rapid Line 761 and Metro Local Line 233) that were already in place in 2012 when the transportation modeling for this study began.

Photo ES-3: Example of Metro 60-Foot Articulated Bus



Source: Metro Transportation Library and Archives, 2015.

Figure ES-3: TSM Alternative



Source: STV, 2014.

The existing Metro Division 15 Maintenance and Storage facility (MSF) located in Sun Valley would be able to accommodate the 20 additional buses with the implementation of the TSM Alternative. Operational changes would include reduced headway (elapsed time between buses) times for Metro Rapid Line 761 and Metro Local Line 233, as follows:

- Metro Rapid Line 761 would operate with headways reduced from 10 minutes to 8 minutes during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on weekdays) and from 17.5 minutes to 12 minutes during off-peak hours.
- Metro Local Line 233 would operate with headways reduced from 12 minutes to 8 minutes during peak hours and from 20 minutes to 16 minutes during off-peak hours.

BRT Alternatives

Alternative 1 – Curb-Running BRT Alternative

Under the Curb-Running BRT Alternative, the BRT guideway would incorporate 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road on the north and the Metro Orange Line on the south. This alternative would be similar to the Metro Wilshire BRT Project with a dedicated bus lane that could operate 24-hours a day or only during peak periods. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Line 761. Metro Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (hereafter referred to as 761X) and an improved Metro Local Line 233 (hereafter referred to as 233X). The route of the Curb-Running BRT Alternative is illustrated in Figure ES-4.

From the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within roadway travel lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, Metro Rapid Line 761X would turn southwest and travel south within a curb-running dedicated bus lane along Van Nuys Boulevard.
- The alternative would continue to be curb running along Van Nuys Boulevard until reaching the Metro Orange Line Van Nuys station where Metro Rapid Line 761X service would be integrated into mixed-flow traffic.
- Metro Line 761X would then continue south to Westwood as under existing conditions, though it should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood.

Metro Local Line 233X would operate similar to how it currently operates between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. However, Metro Local Line 233X would operate with improvements over existing service because it would utilize the BRT guideway where its route overlaps with the guideway along Van Nuys Boulevard.

Figure ES-4: Alternative 1 – Curb-running BRT



Source: KOA and ICF International, 2014.

Transit service would not be confined to only the dedicated curb lanes. Buses would still have the option to operate within the remaining mixed-flow lanes to bypass right-turning vehicles, a bicyclist, or another bus at a bus stop.

The Curb-Running BRT Alternative would operate in dedicated bus lanes, sharing the lanes with bicycles and right turning vehicles. However, on San Fernando Road and Truman Street, no dedicated bus lanes would be provided. The Curb-Running BRT Alternative would include 18 bus stops.

Alternative 2 – Median-Running BRT Alternative

The Median-Running BRT Alternative consists of approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line, and would have operational standards similar to the Metro Orange Line. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard. The Median-Running BRT Alternative is illustrated in Figure ES-5.

Similar to the Curb-Running BRT Alternative, the Median-Running BRT (Metro Rapid Line 761X) would operate as follows from the Sylmar/San Fernando Metrolink station:

- Within mixed-flow lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, the route would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- Upon reaching the Van Nuys Metro Orange Line Station, the dedicated guideway would end and the Rapid Line 761X service would then be integrated into mixed-flow traffic.
- The route would then continue south to Westwood, similar to the existing route. Similar to Alternative 1, it should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood.

Metro Local Line 233 would operate similar to existing conditions between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. Rapid Bus stops that currently serve the 794 and 734 lines on the northern part of the alignment along Truman Street and San Fernando Road would be upgraded and have design enhancements that would be Americans with Disabilities Act (ADA) compliant. These stops would also serve the redirected 761X line:

1. Sylmar/San Fernando Metrolink Station
2. Hubbard Station
3. Maclay Station
4. Paxton Station
5. Van Nuys/San Fernando Station

Along the Van Nuys Boulevard segment, bus stop platforms would be constructed in the median. Seventeen median stations and four curb bus stops would be included.

Figure ES-5: Alternative 2 – Median-running BRT



Source: KOA and ICF International, 2014.

Rail Alternatives

Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line station. The Low-Floor LRT/Tram Alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate in a median dedicated guideway. It would include 28 stations. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure ES-6.

The Low-Floor LRT/Tram Alternative would operate along the following route:

- From the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate within a median dedicated guideway on San Fernando Road.
- At Wolfskill Street, the Low-Floor LRT/Tram would operate within mixed-flow travel lanes on San Fernando Road to Van Nuys Boulevard.
- At Van Nuys Boulevard, the Low-Floor LRT/Tram would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- The Low-Floor LRT/Tram would continue to operate in the median along Van Nuys Boulevard until reaching its terminus at the Van Nuys Metro Orange Line Station.

Based on Metro's *Operations Plan for the East San Fernando Valley Transit Corridor Project*, the Low-Floor LRT/Tram Alternative would assume a similar travel speed as the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires, as in the example shown in Photo ES-4. This Alternative would include supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a maintenance and storage facility (MSF).

Because the Low-Floor LRT/Tram Alternative would fulfill the current functions of the existing Metro Rapid Line 761 and Metro Local Line 233, these bus routes would be modified to maintain service only to areas outside of the project corridor. Thus, Metro Rapid Line 761 (referred to as 761S with reduced service) would operate only between the Metro Orange Line and Westwood, and Metro Local Line 233 (referred to as 233S with reduced service) would operate only between San Fernando Road and Glenoaks Boulevard. It is most likely that this area would continue to be served by a neighboring bus line or that the 233S route is modified, so that it is not serving such a limited geographic area. Metro Operations would make such modifications based on observation of the line's performance and feedback from the communities it serves. It should be noted that in December 2014 the Metro Rapid Line 761 was re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 now travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood and provides peak period freeway express service.

Figure ES-6: Alternative 3 – Low-Floor LRT/Tram



Source: KOA and ICF International, 2014.

Photo ES-4: Examples of Low-Floor LRT/Tram Vehicle Types



Portland Streetcar Tram Vehicle/Siemens S70 Low-Floor LRT Vehicle on Portland's MAX System



San Diego Trolley Siemens S70 Low-Floor LRT Vehicle/Stadler Variotram in Munich, Germany

Stations for the Low-Floor LRT/Tram Alternative would be constructed at various intervals along the entire route. There are portions of the route where stations would be closer together and other portions where they would be located further apart. With the Low-Floor LRT/Tram Alternative, 28 ADA compliant stations are proposed.

Alternative 4 – LRT Alternative

Similar to the Low-Floor LRT/Tram Alternative, the LRT would be powered by overhead electrical wires; however, it is relevant to note the onboard commuter load capacities for Alternatives 3 and 4. A low-floor and high-floor LRT vehicle have different load capacities, 100 versus 133, respectively. Using the San Diego Trolley low-floor vehicle as an example, their 90-foot low-floor vehicle has a commute/load capacity of 100 persons. Additionally, aisles are narrower and include step(s) to get to some/many seats. Additionally, seats above 'trucks' have less leg room. The low floor combined with the area dedicated to the trucks/wheels and the longer cab areas result in reduced capacity. For comparison, Metro's 90-foot high-floor model has a commute/load capacity of 133 passengers, and is the vehicle type that would likely be used for Alternative 4 (shown in Photos ES-5 and ES-6).

Photo ES-5: Example of Metro 90-Foot LRT Vehicle



Source: Metro, 2016.

Photo ES-6: Metro LRT Vehicle



Source: Metro, 2016.

Under Alternative 4, the LRT would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station adjacent to San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Van Nuys Metro Orange Line Station, over a distance of approximately 9.2 miles (Figure ES-7). The LRT Alternative includes a segment in exclusive right-of-way through the Antelope Valley Metrolink railroad corridor, a segment with semi-exclusive right-of-way in the middle of Van Nuys Boulevard, and an underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street.

Figure ES-7: Alternative 4 – LRT



Source: KOA and ICF International, 2014.

The LRT Alternative would be similar to other street-running LRT lines that currently operate in the Los Angeles area, such as the Metro Blue Line, Metro Gold Line, and Metro Exposition Line. The LRT would travel along the median for most of the route, with a subway of approximately 2.5 miles in length between Vanowen Street and Nordhoff Street. On the surface-running segment, the LRT Alternative would operate at prevailing traffic speeds and would be controlled by standard traffic signals.

Stations would be constructed at approximately 1-mile intervals along the entire route. There would be 14 stations, three of which would be underground at locations near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard. Entry to the three underground stations would be provided from an entry plaza and portal. The entry portals would provide access to stairs, escalators, and elevators leading to an underground LRT station mezzanine level, which, in turn, would be connected via additional stairs, escalators, and elevators to the underground LRT station platforms

Similar to the Low-Floor LRT/Tram Alternative, the LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and a MSF.

ES.4 Comparison of Alternatives


















Physical and operating characteristics of alternatives evaluated in this Draft EIS/EIR are summarized in Figure ES-8. The environmental effects of the alternatives are summarized in Table ES-1. The selection of criteria to evaluate the alternatives is based on their effectiveness in providing transit improvements that meet the project objectives, as reflected in the project purpose and need, while taking into account each alternative's environmental impacts, including effects on project area circulation and access, safety, property acquisition, and displacement, as well as the operating performance of each alternative and cost. The criteria are listed below.

- Travel and Mobility Benefits and Impacts;
- Regional Connectivity;
- Cost-Effectiveness;
- Environmental Benefits and Impacts;
- Economic and Land Use Considerations;
- Community Input; and
- Financial Capability.

Summary of Environmental Impacts

In compliance with NEPA and CEQA guidelines, this Draft EIS/EIR studied potential environmental consequences associated with construction and operation of the Alternatives described above.

Figure ES-8: Comparison of Alternatives

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT COMPARISON OF ALTERNATIVES							
CONSIDERATIONS *		NO BUILD	TSM	CURB RUNNING BRT Alternative 1	MEDIAN RUNNING BRT Alternative 2	MEDIAN RUNNING TRAM Alternative 3	MEDIAN RUNNING LRT Alternative 4
	LEFT-TURN RESTRICTIONS AT CERTAIN INTERSECTIONS	-	-	-	✓	✓	✓
	STREET PARKING RESTRICTIONS	-	-	✓	✓	✓	✓
	FUTURE BIKE LANE RESTRICTIONS	-	-	✓	✓	✓	✓
	REDUCES CURRENT SIDEWALK WIDTHS	-	-	-	✓	✓	✓
	TRAVEL LANES IN EACH DIRECTION	3	3	2	2	2	2
	POTENTIAL REAL ESTATE ACQUISITION	-	-	-	-	✓	✓
	REQUIRES NEW RAIL MAINTENANCE STORAGE FACILITY (MSF)	-	-	-	-	✓	✓
2040 OPERATIONAL CHARACTERISTICS *							
	AVERAGE SPEED (MPH)	11.3	11.3	13.4	15.0	13.1	19.2
	TRAVEL TIME (MINUTES)	49	48	41	37	42	29
	CAPITAL COSTS IN 2014 \$ (APPROXIMATE) \$170 MILLION CURRENTLY IDENTIFIED	-	\$ 35.2 M	\$294 M	\$402 M	\$1.3 B	\$2.67 - \$2.79 B
	CAPACITY PER VEHICLE	75	75	75	75	266	400

*SUBJECT TO CHANGE

Source: Metro, 2015.

Due to the highly urbanized nature of the project area, potential environmental impacts pertain primarily to the built environment. Over 20 categories of environmental impacts were evaluated. Environmental impact categories where at least one alternative would have a substantial adverse effect or significant impact remaining after mitigation are discussed below under unavoidable substantial adverse effects/significant impacts remaining after mitigation. Table ES-1 summarizes effects/impacts, mitigation measures, and impacts remaining after mitigation associated with each alternative.

Unavoidable Substantial Adverse Effects/Significant Impacts

At least one of the alternatives (see Table ES-1) would have unavoidable adverse effects/significant impacts on the following environmental resources:

Traffic and Bicycle Facilities: The build alternatives, Alternatives 1 through 4, would result in reductions in roadway capacity due to the conversion of existing motor vehicle lanes to accommodate the BRT and rail alternatives. As a consequence, significant traffic impacts could occur at 16 to 32 study intersections, depending on the alternative. Mitigation measures such as lane configuration changes that would increase capacity of the roadways or restrictions in allowable turning movements, were considered infeasible due to right-of-way (ROW) constraints or secondary effects to upstream and downstream locations. Since no feasible mitigation measures exist that would reduce these impacts below the level of significance, impacts would be significant and unavoidable. Additionally, existing bicycle lanes on Van Nuys Boulevard would be removed and future bicycle lanes designated for implementation along Van Nuys Boulevard would not be feasible under the build alternatives, which would conflict with the City of Los Angeles Bicycle Plan. Therefore, impacts on bicyclists and bicycle facilities would remain significant.

Community and Neighborhood: The unavoidable significant adverse impacts described above due to removal of bicycle lanes would also be considered a significant adverse community and neighborhood impact. Additionally, under Alternatives 3 and 4, construction and operational impacts on social and community interactions due to business displacements, and operational visual impacts on sensitive viewers would be significant after implementation of proposed mitigation measures.

Visual and Aesthetics: Alternatives 3 and 4 would result in potentially significant impacts to the visual environment within the project corridor. The visual changes in communities along the project corridor due to the introduction of new vertical structures affecting scenic views of the surrounding mountains and foothills would result in an adverse effect under NEPA and a significant impact under CEQA after mitigation.

Air Quality: Construction of Alternatives 1 through 4 would result in localized PM10 and PM2.5 emissions during construction that would exceed local thresholds. Even with implementation of mitigation measures, emissions thresholds would be exceeded and impacts would remain significant during construction.

Safety and Security: Implementation of Alternative 1 would result in impacts, after mitigation, on bicycle safety due to the removal of existing bike lanes. In addition, Alternatives 2 through 4 would result in impacts, after mitigation, on pedestrian sidewalk safety due to narrowing of sidewalks, bicycle safety due to the removal of existing bike lanes, and potential impacts on emergency vehicle response time due to turn restrictions and the increased congestion resulting from the removal of mixed-flow travel lanes.

More information regarding the proposed project's environmental impacts is provided in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. All impacts and mitigation measures associated with each alternative are summarized below in Table ES-1.

ES.5 Issues to Be Resolved and Areas of Controversy

Areas of Controversy

Public comments submitted during the scoping period expressed concerns regarding the issues listed below. Please note that these comments are meant to provide a synopsis of the top trending themes. A detailed description of the comments received during the scoping period is provided in Appendix CC, the Final Scoping Report.

- A strong preference by the public for LRT, despite the high cost, which is viewed as the best mode of transit, with higher carrying capacity and better mobility benefits;
- A feeling among some community members that the San Fernando Valley is not receiving its fair share of investment in rail, compared to other parts of the county;
- Concerns expressed about the effects on local businesses of removing on-street parking along Van Nuys Boulevard;
- Concerns about economic impacts on adjacent businesses during project construction;
- Concerns over the loss of traffic lanes to accommodate the project and increased congestion in the motor vehicle lanes due to the project;
- Strong opposition to extending the project limits south of the Metro Orange Line, by community members south of the Metro Orange Line;
- Concerns about the location of the maintenance facility and potential impacts on the surrounding community;
- Concerns that BRT would be slower, carry fewer people, and have limited benefits compared with LRT;
- Concerns that LRT is too expensive and BRT can provide almost the same level of benefits at a much lower cost;
- Concerns about any potential elimination of existing Metro Local and Rapid bus routes and stops;
- Strong support for inclusion of bicycle lanes as part of this project, and opposition to their removal; and
- Concerns about fare increases to pay for this project.

Issues to Be Resolved

Operating Characteristics of Alternative 3 within Downtown San Fernando

If Alternative 3, the Low-Floor LRT/Tram Alternative is selected as the preferred alternative, Metro would continue to coordinate with the City of San Fernando regarding mutually agreeable operating characteristics, such as operating the alignment within a median/dedicated guideway on San Fernando Road and developing an appropriate design that is compatible and appropriate for this multi-modal corridor. Potential operating and design issues to be considered include transit, automobile, and pedestrian access and safety issues as well as pedestrian bridge implementation, lane removal, tree removal, OCS pole installation, and tram station designs and locations.

Connection with Metro Orange Line

The Metro Orange Line intersects the southern terminus of the alignment (shown in Photo ES-7). Currently, the Metro Orange Line is a BRT that operates in a dedicated right-of-way with an average of 30,000 boardings per day. The Metro Orange Line Van Nuys Station is also a major transfer point. In planning this project, special consideration should be given to how this project intersects with the Metro Orange Line and how to best facilitate transfer to/from both services.

Photo ES-7: Existing Metro Orange Line Connection with Van Nuys Boulevard



Source: KOA, 2015.

Uncertainties and Opportunities with California High Speed Rail

California’s High-Speed Rail (CAHSR) Project is in the planning phase, and could potentially include a segment near or within the proposed project study area (Figure ES-9). If the CAHSR alignment plans progress with a preferred alignment in the vicinity of the proposed project area, coordination with the California High-Speed Rail Authority would continue to occur to ensure that the CAHSR Project does not conflict with this planned proposed project.

Figure ES-9: Possible California High Speed Rail Planned within the Study Area

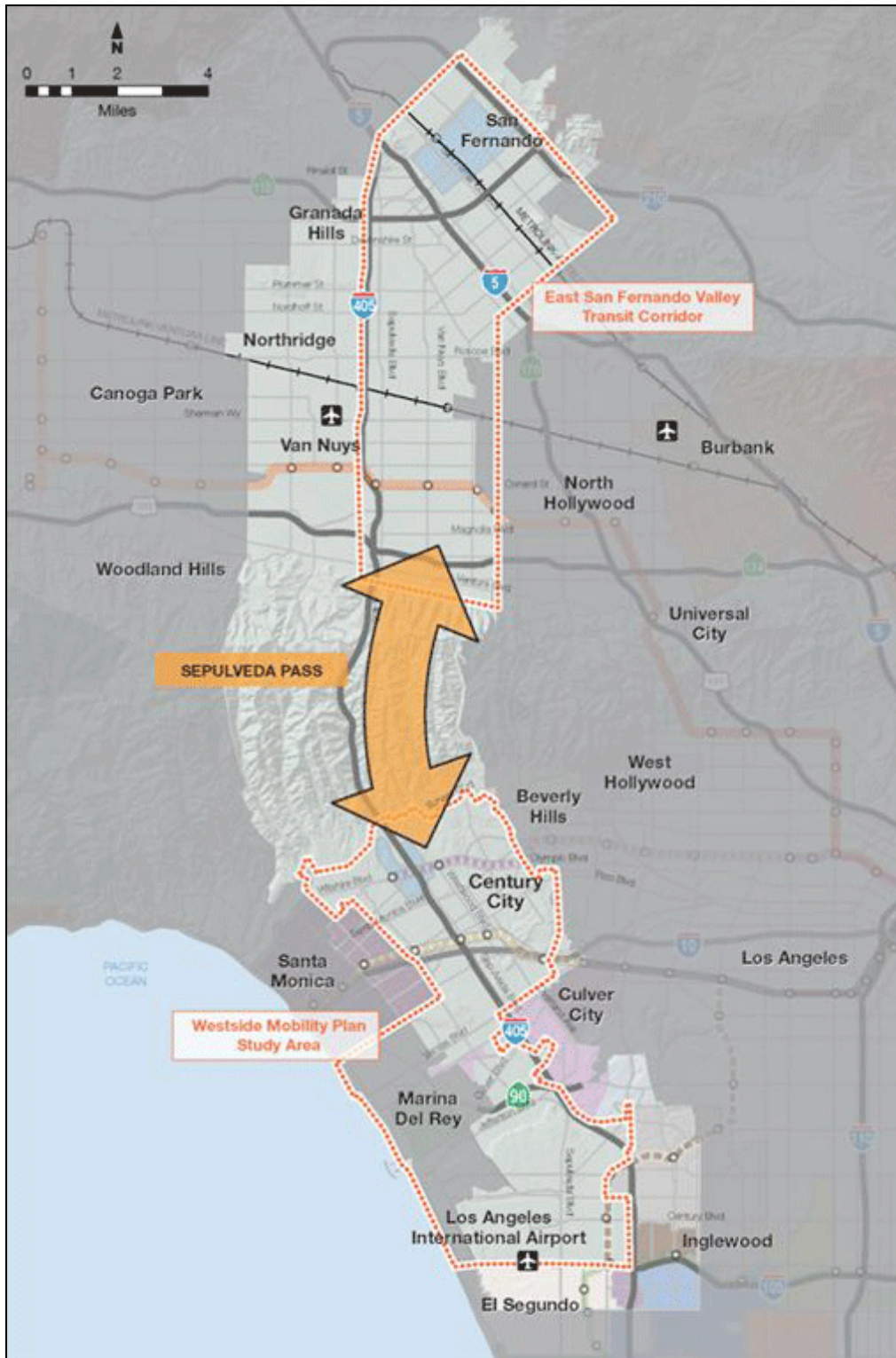


Source: State of California High Speed Rail Authority, 2016.

Uncertainties and Opportunities with Sepulveda Pass Transit Project

Along with planning for this proposed project, Metro is also studying how best to provide improved transit service through the Sepulveda Pass connecting the San Fernando Valley and the Westside (e.g. Westwood, Brentwood, West LA, Culver City). Selection of a preferred alternative for the East San Fernando Valley Transit Corridor Project will recognize the Sepulveda Pass Project and consider any potentially feasible and advantageous points for connecting the two corridors (Figure ES-10).

Figure ES-10: Sepulveda Pass Transit Connection



Source: Metro, 2016.

Bus Shelters and City Bus Shelter Advertising Contracts

Any proposed changes to the existing bus shelters (Photos ES-8) and benches as part of the proposed project would need to be coordinated and approved in consultation with the City of Los Angeles. Since the City has an exclusive contract with a bus stop advertising company and proposed project changes would have to be coordinated per the City’s contract.

Photo ES-8: Bus Shelter/Bus Shelter Advertising



Source: Google Maps, 2016.

Specific Effects on Landmark Palm Trees in the Civic Center

One of the most noticeable visual elements along the Van Nuys Boulevard corridor is the dual row of palm trees in the Van Nuys Civic Center portion of the corridor (Photo ES-9). The impact assessment for the median-running BRT and both LRT alternatives indicated that the guideway requirements would require the removal of some portion of these trees. It is Metro’s intent to hold focused community urban design and station area meetings during final design of the project to obtain input on the re-planting of the trees. The community will be informed during the meetings about drought-tolerant California native plants and trees that could be considered for sun protection/shade as part of the landscaping plan that would be developed during final design.

Photo ES-9: Landmark Palm Trees along Van Nuys Boulevard in the Van Nuys Civic Center



Source: Metro, 2016.

Specific Effects on Mature Trees in the City of San Fernando’s Downtown

One of the most noticeable visual elements along San Fernando Road through downtown San Fernando is the mature street trees on each side of the street (shown in Photo ES-10). The impact assessment for the Low-Floor LRT /Tram Alternative indicated that the guideway requirements would require the removal of some portion of these trees. It is Metro’s intent to hold focused community urban design and station area meetings to obtain input on the re-planting of the trees with final design of the project. The community will be informed during the meetings about drought-tolerant California native plants and trees that could be considered for sun protection/shade as part of the landscaping plan that would be developed during final design.

Photo ES-10: Mature Trees along San Fernando Boulevard in Downtown San Fernando



Source: Metro, 2016.

Pedestrian Safety Improvements at Nearby Schools

A number of private and public schools are either adjacent to or near Van Nuys Boulevard and the San Fernando Road corridors (Photos ES-11 through ES-13). The Metro Board will need to consider whether additional pedestrian safety measures are warranted, beyond Metro’s current pedestrian safety program.

Photo ES-11: San Fernando Middle School Photo ES-12: Arleta High School



Source: Google Maps, 2016.



Source: Google Maps, 2016.

Photo ES-13: Panorama High School



Source: Google Maps, 2016.

Specific Effects of Project on Left Turns into Businesses

Alternatives 2, 3, and 4 would eliminate some mid-block, or outside of intersection left-turns into properties on Van Nuys Boulevard. There are businesses throughout the corridor where delivery trucks access the business via a left turn (Photo ES-14). A formal outreach effort would be established to work with the businesses on a new access plan that would continue to provide access while being compatible with the operation of a median-running alternative, should one be the selected alternative.

Photo ES-14: Truck Making a Left Turn along Van Nuys Corridor



Source: Metro, 2016.

Project Funding

Capital Funding Sources

Metro's approved 2009 LRTP reserved \$170.1 million for the project, which is the present worth in 2014 dollars, escalated to the year of expenditure. The following combination of federal, state, and local revenue sources are eligible sources of funding for the East San Fernando Valley Transit Corridor Project:

- **Federal Sources**
 - o Congestion Management and Air Quality (CMAQ)
 - o Regional Surface Transportation Program (RSTP)
 - o Other future FTA funding
- **State Sources**
 - o Regional Improvement Program (RIP)
 - o Traffic Congestion Relief Program (TCRP)
 - o Cap and Trade
- **Local Sources**
 - o Measure R Sales Tax
 - o Local Agency Funds
 - o Proposition A Sales Tax
 - o Proposition C Sales Tax

2016 Transportation Sales Tax Ballot Measure

Los Angeles County is expected to grow by 2.4 million people by 2057. Metro is updating its Long Range Transportation Plan (LRTP) to enhance mobility and quality of life for Los Angeles County to position the region for future growth and meet transportation needs. The foundation for the updated LRTP is a transportation sales tax ballot measure which provides a vision, through nine categories of funding for the variety of transit related infrastructure and programs needed to build and operate a balanced multi-modal transportation system. Specifically, the potential ballot measure identifies major highway and transit projects evaluated and sequenced based on performance metrics approved by the Metro Board of Directors at its December 2015 meeting. The potential ballot measure also includes projects identified by staff that are necessary to improve and enhance system connectivity; promote bicycling and walking; support Americans with Disabilities Act (ADA)/paratransit services for the disabled; discounts for students and seniors; investments to fund bus and rail operations; ongoing system maintenance and repair, including repair of bridges and tunnels; and funds for repair and enhancement of local streets and roads. To fund these projects and programs, the Metro Board agreed, at its June 2016 meeting, to place a measure on the ballot in November 2016 that would augment Measure R with a new half-cent sales tax, and extend the current Measure R tax rate to 2057.

In March 2016, the Metro Board released the draft Potential Ballot Measure Expenditure Plan for public review. The draft Plan anticipates approximately \$120+ billion (year of expenditure (YOE)) over a 40+ year period. It relies on the following funding assumptions: a ½ cent sales tax augmentation to begin in FY18; an extension of an existing ½ cent sales tax rate beyond the current expiration of Measure R in 2039; with a combined one cent sales tax sunset in the year 2057 and a partial extension for ongoing repairs, operations, and debt service. The draft Expenditure Plan currently identifies the East San Fernando Valley Transit Corridor Project for a total of \$1.33 billion in funding, including \$810 million of potential ballot measure revenues and \$520 million of funding from other LRTP revenues. The project as defined in the draft Expenditure Plan would be a high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station with a minimum of 14 stations over 9.2 miles.

L RTP Priority Projects

In order to accelerate a project in the LRTP, the funds must be available and the Metro Board must approve an amendment to the 2009 LRTP. Metro is currently working to update the LRTP, which will include the approval of the East San Fernando Valley Transit Corridor Project, its new schedule and its new funding. When this occurs and the new dates of construction are known, if warranted, a supplemental environmental analysis will be conducted.

ES.6 Next Steps

- Draft EIS/EIR Comment Period – A 45-day comment period will begin with publication of the Notice of Availability of the Draft EIS/EIR.
- Metro Board adopts the Locally Preferred Alternative – The Metro Board of Directors may choose to select a Locally Preferred Alternative (LPA) in the spring of 2017.
- Upon adoption of the LPA, the Metro Board may initiate the Final EIR. FTA’s approval to initiate the Final EIS may be contingent upon having funding in place. The Metro Board must obtain funds to allow the initiation of a Final EIS as described above in Issues to be Resolved.

ES.7 Summary of Environmental Consequences and Mitigation Measures

Metro is committed to satisfying applicable federal, state, and local environmental regulations and to applying reasonable mitigation measures to reduce adverse effects and significant impacts. Measures to mitigate potential effects and impacts for the project alternatives are identified in this Draft EIS/EIR. Metro Board of Directors authorizes the completion of the Final EIR when they approve a project alternative, the Board will also adopt a Mitigation Monitoring and Reporting Program (MMRP), which lists all of the committed mitigation measures and CEQA Findings. Upon approval of the proposed project, these mitigation measures will become part of the proposed project, and will be considered binding under CEQA.

Table ES-1, below, provides a summary of all the impacts and mitigation measures associated with each alternative.

East San Fernando Valley Transit Corridor

PUBLIC COMMENT SUMMARY



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Attachment A Public Comment Summary Table

1.1 Public Scoping Activities and Meetings

Opportunities for public participation are required throughout the environmental clearance phase at key milestones. The first major milestone during the environmental review process begins with “Scoping.” During the Scoping Period, stakeholders had various opportunities to provide input on the issues they felt should be addressed in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). The Scoping Period officially started on March 1, 2013, when the Federal Transit Administration (FTA) issued a Notice of Intent (NOI) and Metro issued a Notice of Preparation (NOP). The Public Scoping Period ended on May 6, 2013.

Community outreach activities were completed during the Scoping Period to ensure that the public, stakeholders, and agencies had an opportunity to learn about the study and comment on the scope of the DEIS/DEIR. The following key activities were completed as part of the public participation program during this phase:

- Scoping Meeting Notification Activities
- Digital Engagement Activities
- Elected Officials Briefing
- Four Public Scoping Meetings
- One Interagency Scoping Meeting

1.1.1 Summary of Scoping Comments Received

To maximize the opportunities to receive public input regarding the East San Fernando Valley Transit Corridor Project, Metro collected comments in a variety of ways including:

- Comment forms at the four Public Scoping Meetings
- Verbal comments during the question and answer portion of meetings
- Email
- US Mail
- Telephone
- Facebook (using the “Scoping comments” app)
- Twitter (using #EastSFVScoping).

During this round of meetings, Metro received 258 formal comments from various stakeholders on a variety of topics relevant to the study process and the overall project. A synopsis of those comments is provided below.

- Strong support for a light rail transit (LRT) alternative.
- Support for a continuous connection with the Sepulveda Transit Corridor Project.
- Desire to accommodate bicycle lanes along the project corridor area; if not along Van Nuys Boulevard, then on other parallel streets.
- Frustration over funding available for the rail alternatives and perceived “unfair share” of funds being allocated for San Fernando Valley projects.
- Need to alleviate overcrowding on Metro Lines 761, 233 and the Metro Orange Line.
- Desire that this project bring additional local jobs to the San Fernando Valley.
- Questions regarding how the project would interface with the Metro Orange and Red Lines, Metrolink and California High Speed Rail.
- Concerns about potential impacts to businesses during construction, specifically the potential loss of revenue and jobs.
- Information on why the project did not continue south of the Metro Orange Line in dedicated lanes and desire for segment to be reconsidered.
- Better schedule/timeline for when the project could be completed.
- Suggestions that the maintenance storage facility be built in Panorama City.
- Recommendations that improved service (and connections) are provided to residents north of San Fernando Road in the communities of Pacoima and Lake View Terrace and west of the Sylmar/San Fernando Metrolink Station to Olive View Medical Center and Los Angeles Mission College.
- Inclusion of local artists to showcase artwork at the future stations.
- Support for converting the Metro Orange Line to light rail.

2.1 Notification and Meetings for Public Review Period

The DEIS/DEIR was released for public review on September 1, 2017, when the FTA and Metro issued a Notice of Availability (NOA) to notify Federal, State, Tribal, regional, and local government agencies, as well as organizations and individuals, of the completion of the DEIS/DEIR, and to request comments on the environmental document pursuant to Section 15087 of the California Environmental Quality Act (CEQA) Guidelines. The document was made available for review online at (<https://www.metro.net/projects/east-sfv/>, by clicking on the Draft EIS/EIR tab) and at various local libraries during the Public Review Period, which was held from September 1, 2017 to October 30, 2017.

Community outreach activities were completed during the Public Review Period in English and Spanish to ensure that the public, stakeholders, and agencies had an opportunity to learn and comment on the DEIS/DEIR, including potential impacts, benefits, and other findings related to the alternatives studied. The following key activities were completed as part of the public participation program during this phase:

- Notification of Public Review Period and upcoming meetings via print newspaper ads, e-blasts, and distribution of take-one notices along the entire corridor and on Metro bus lines serving the corridor;
- Digital engagement activities on Facebook, Twitter, and The Source;
- Elected officials briefings; and
- Project information and Public Hearing invitation drop-off material delivered to corridor neighborhood and community groups.

Metro held the following five Public Hearings during the Public Comment Period for the DEIS/DEIR:

Thursday, September 14, 2017, 6:00 – 8:00 p.m.
City of San Fernando Regional Pool Facility
208 Park Ave., San Fernando, CA 91340

Monday, September 18, 2017, 8:30 – 11:00 am
Zev Yaroslavsky Family Support Center
7555 Van Nuys Blvd., Van Nuys, CA 91405

Monday, September 18, 2017, 5:00 pm – 8:00 pm
Valley Municipal Building, Council Chambers
14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401

Wednesday, September 20, 2017, 9:00 am - 11:30 am
Pacoima Charter Elementary School Auditorium
11016 Norris Ave, Pacoima, CA 91331

Saturday, September 23, 2017, 9 am to 12 pm
St. Mark's, Episcopal Church,
14646 Sherman Way, Van Nuys, CA 91405

During the first month of the Public Review Period, Metro received a number of comments from property owners and tenants who had been notified that their property was identified for potential acquisition. In response, Metro extended the Public Review Period from October 16, 2017 to October 30, 2017 and held a focused informational meeting with these property/business owners and tenants at the following date, time, and location. To publicize this meeting, Metro notified the public via e-blast and door-to-door noticing in the three locations identified as potential maintenance and storage facilities.

October 10, 2017, 5:00 pm -8:30 pm
Van Nuys State Building Auditorium,
6150 Van Nuys Boulevard, Van Nuys, CA 91401

At each Public Hearing, Metro presented an overview of the project purpose and need, project description, the alternatives analyzed in the DEIS/DEIR, a summary of impacts and mitigation measures, and next steps in the environmental process, including selection of a preferred alternative. Metro staff informed the attendees that while the DEIS/DEIR described and analyzed the four build alternatives as defined in the document, Metro could in fact select a preferred alternative that includes a combination of different components, such as an at grade LRT alternative with 14 stations (which would be a hybrid of Alternatives 3 and 4 analyzed in the DEIS/DEIR). The Public Hearings were held along different segments of the project corridor and at locations that were accessible by bus. For the convenience of those attending the Public Hearings, two nighttime meetings, two daytime meetings, and one weekend meeting were held.

Chapter 3 Summary of Comments Received During Public Review Period of DEIS/DEIR

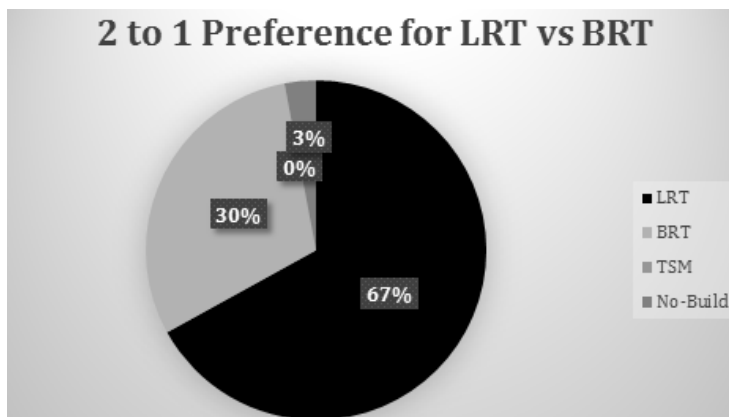
3.1 Tally of Comments Received

During the Public Review Period, Metro received 933 formal individual comments via US mail, email, and the project website (<https://www.metro.net/projects/east-sfv/>; by clicking on “Contact Us”), at the five Public Hearings and at numerous community events where Metro hosted an informational table. Additionally, Metro received a unified petition and letters containing almost 1,700 comments related to the location of a Maintenance and Storage Facility (MSF). MSF-related comments were summarized independently from all other comments because they focused solely on the location of the MSF and they would have skewed the summary of the remaining comments had they been analyzed jointly. A summary table of all of the comments received is included in Appendix A.

Professional judgment was exercised in determining comments received by type, as many comments did not indicate an affiliation. Of the comments received, study area residents and individual commenters represented the largest group of commenters (over 80 percent). Businesses, including owners and their representatives (11 percent), governmental groups and agencies (2 percent) and stakeholder groups (4 percent) collectively represented 16 percent of all comments. The comments are summarized into the following major categories:

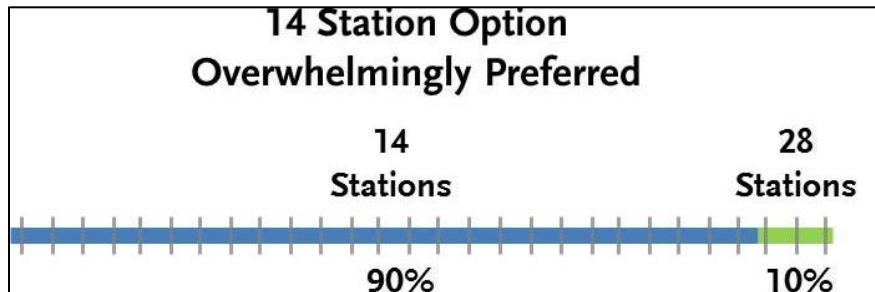
Preferred Travel Mode

Metro received over six hundred (600) comments related to travel mode preference. Over two-thirds of these comments favored light rail transit (LRT); about 30 percent preferred bus rapid transit (BRT), and about three percent favored the No-Build Alternative.



Number of Stations (LRT)

Over seventy comments received pertained to a preferred number of stations under the LRT alternative. An overwhelming majority of those comments (90 percent) expressed preference for a 14-station LRT option, while 10 percent preferred LRT with 28 stations.



At-Grade Versus 2.5-mile Subway

Over ninety comments identified at-grade LRT service or a combination of at-grade service and a 2.5-mile subway segment as preferred options. Of these comments, 56 percent preferred at-grade LRT service, while 44 percent preferred the at-grade with subway segment option.

Maintenance and Storage Facility (MSF) Location

Metro received nearly 2,000 comments (mainly from the unified petition and letters comprised of almost 1,700 business owners, employees and proprietors) that weighed in solely on the location of a Maintenance and Storage Facility (MSF) if LRT is selected as the locally preferred alternative (LPA).

Ninety-four (94) percent of these comments expressed opposition to Option A. Option B emerged as the site with the highest level of support, with five (5) percent of all MSF-related comments in support of the Option B site. This includes a letter of support from City of Los Angeles Council District 6, which represents the area covering all three potential MSF sites. Council District 6 expressed support for the Option B site as the preferred location for the MSF. Additionally, the Panorama City Neighborhood Council and the Van Nuys Neighborhood Council, which cover the areas surrounding the potential MSF sites, also expressed support for building the MSF at the Option B site.

3.2 Additional Themes and Issues in the Comments Received

Some additional themes and issues that emerged in the public comments received consist of the following:

- Property acquisition concerns
- General safety and security concerns
- Potential connection with other Metro projects (Metro Orange Line, Sepulveda Transit Corridor)
- Loss of on-street parking
- Loss of bike lanes
- Construction-related impacts
- Unfamiliarity with new transit technology (LRT) among existing bus riders along the corridor
- Scarcity of land zoned for industrial uses in the East San Fernando Valley

Chapter 4

Issues to be Addressed

Further study and coordination regarding the following issues is recommended, before finalizing project design plans for the proposed ESFVTC project:

- A Grade Crossing Safety Study at five intersections along the San Fernando rail right-of-way: Paxton, Jesse/Wolfskill, Brand, Maclay, and Hubbard should be undertaken in response to the Southern California Regional Rail Authority's (SCRRA's) Comment Letter stating a concern for expanded at-grade rail operations in that segment of the corridor and California Public Utilities Commission (CPUC) requirements for design and operating criteria.
- Additional engineering analysis and refinement should be undertaken for the segment of the ESFVTC alignment within the City of San Fernando in response to a Comment Letter from the City of San Fernando stating concerns over potential property acquisitions adjacent to the San Fernando rail right-of-way (ROW). This should include ongoing coordination with SCRRA (Metrolink) and the City of San Fernando to ensure that the ESFVTC project can allow for a future second Metrolink track on the ROW and to address the City's concerns, as they pertain to minimizing the need for ROW acquisitions.
- A Connection Study should be undertaken that would coordinate the design efforts and planning, including a connection, between the ESFVTC and the Metro Orange Line Improvements Project.

**Attachment A: East San Fernando Valley Transit Corridor -
Public Comment Period Summary Table**

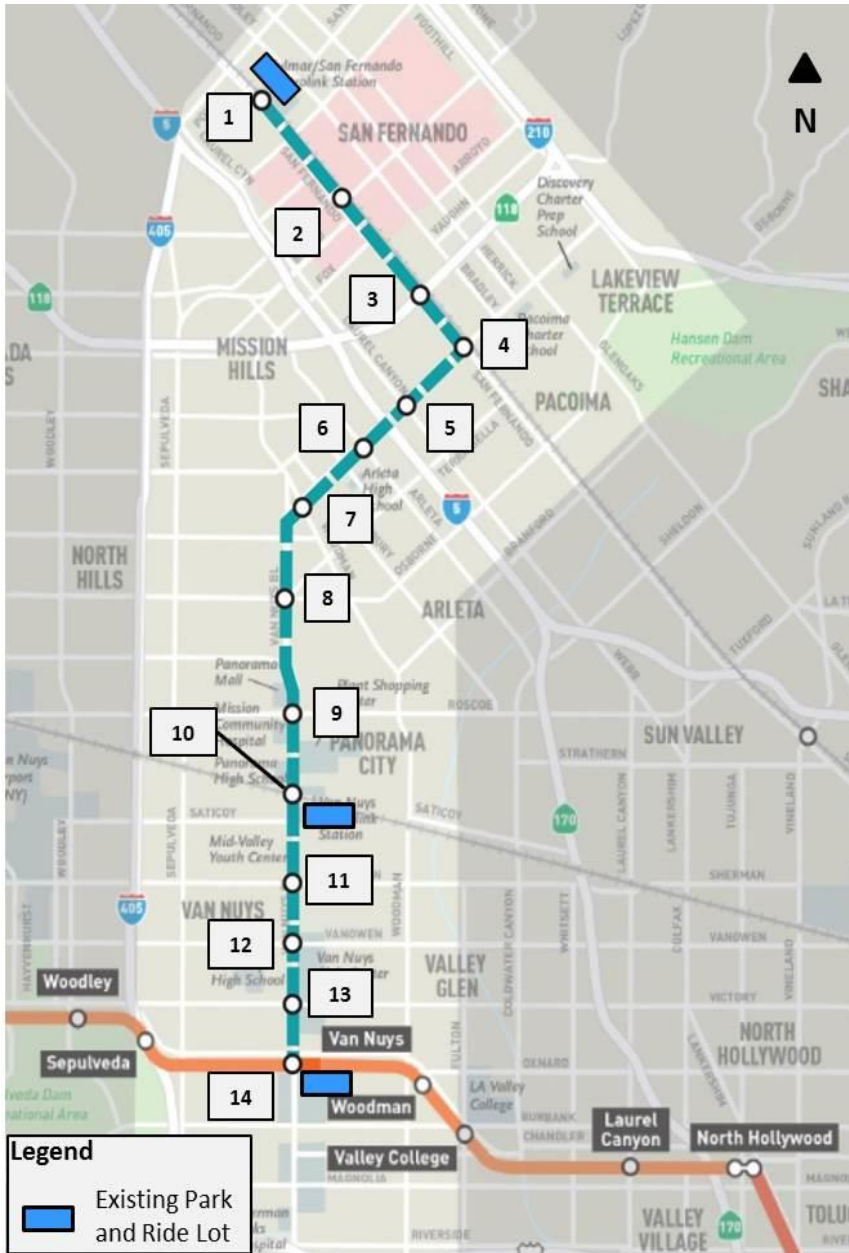
East San Fernando Valley Transit Corridor DEIS/R - Public Comment Summary Table

Count	Preferred Mode				# of LRT Stations		Grade Preferences		MSF Comments Only	
	LRT	BRT	TSM	NB	28-stations	14-stations	At-grade	At-grade & 2.5-mile Subway	Oppose MSF Option A	All other MSF comments
	67%	30%	0%	3%	10%	90%	56%	44%	94%	6%
434	192	1	21	7	66	54	42	1862	128	

Commenter by Type	#	%
Residents/Individuals	784	84%
Businesses	98	11%
Government/Agencies	15	2%
Stakeholder Groups (including residential groups)	36	4%
Total	933	

ESFVTC: Alignment Map, Station Locations & Project Description

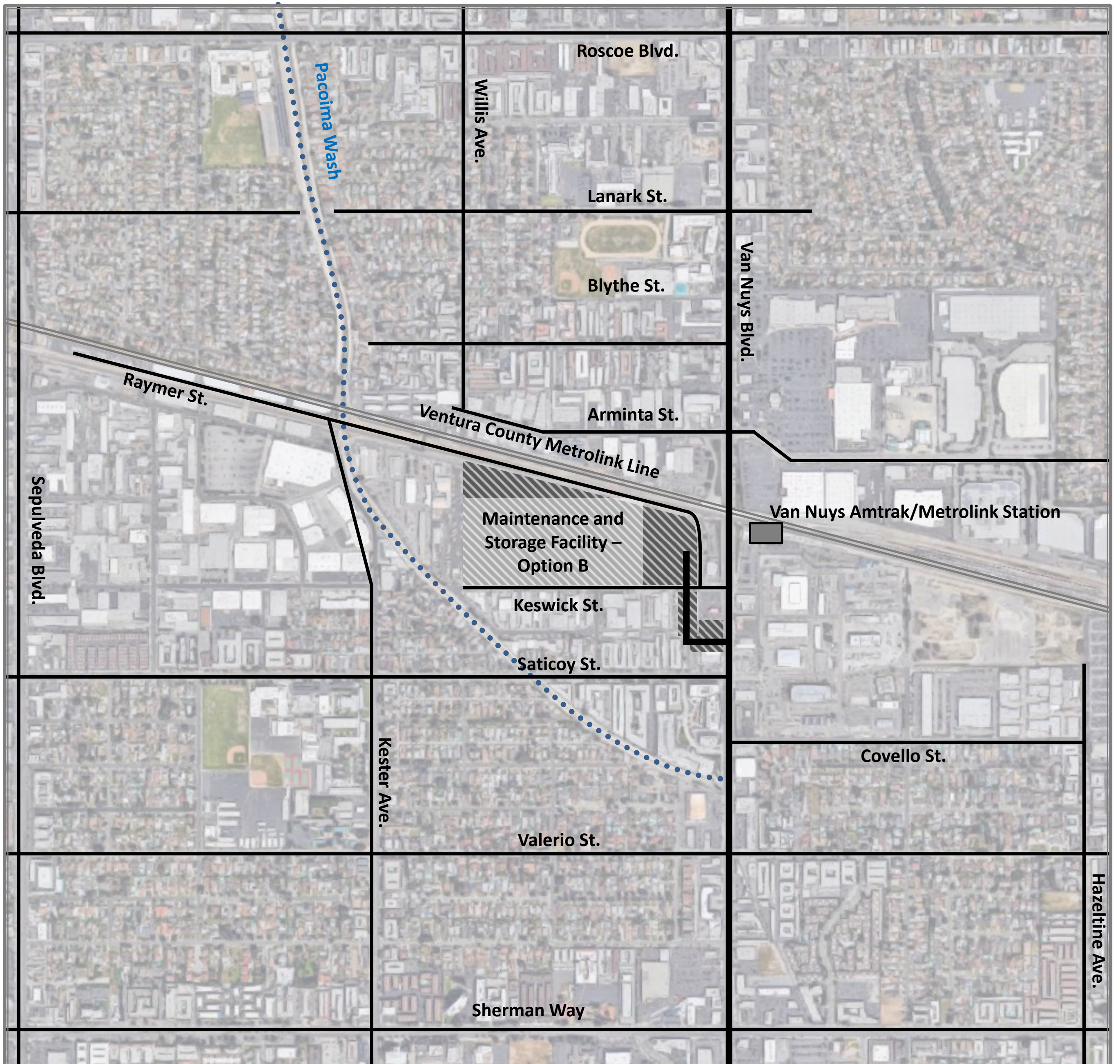
Staff recommended LPA: 9.2 Mile, At-grade, Light Rail Alignment with 14 Stations



1. Sylmar/San Fernando Metrolink Station
2. Maclay Station
3. Paxton Station
4. Van Nuys/San Fernando Station
5. Laurel Canyon Station
6. Arleta Station
7. Woodman Station
8. Nordhoff Station
9. Roscoe Station
10. Van Nuys Metrolink Station
11. Sherman Way Station
12. Vanowen Station
13. Victory Station
14. Van Nuys Metro Orange Line Station

The staff-recommended modified Alternative 4, At-grade, Light Rail Transit (LRT) with 14 Stations alternative would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Van Nuys Boulevard and San Fernando Road, the alignment would transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station.

Maintenance and Storage Facility – Option B Map



PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622

1.	Contract Number: PS4370-2622		
2.	Contractor: KOA Corporation		
3.	Mod. Work Description: Exercise Option B for final EIS/R and technical analysis in support of at-grade Alternative #4		
4.	Contract Work Description: Professional services to complete the AA, DEIS/R and CE for the East San Fernando Valley Transit Corridor project including options for final environmental clearance and clearance of other near and mid-term bus speed improvements.		
5.	The following data is current as of: 05/30/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04/28/11	Contract Award Amount: \$3,554,641
	Notice to Proceed (NTP):	04/28/11	Total of Modifications Approved: \$2,005,277
	Original Complete Date:	01/22/14	Pending Modifications (including this action): \$2,720,268
	Current Est. Complete Date:	12/31/19	Current Contract Value (with this action): \$8,280,186
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Walt Davis		Telephone Number: (213) 922-3079

A. Procurement Background

This Board Action is to approve Contract Modification No. 16 to exercise Option B for the Project's final environmental impact statement/report (EIS/R) and Contract Modification No. 17 issued in support of technical analysis of an at-grade Alternative #4. The period of performance will be extended 18 months through December 31, 2019.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On April 28, 2011, the Board awarded Contract No. PS4370-2622 with KOA Corporation in the firm fixed amount of \$4,106,366 for professional services to complete the AA, DEIS/R and CE for the East San Fernando Valley Transit Corridor (formerly known as Van Nuys Rapidway) project including options for final

environmental clearance and clearance of other near and mid-term bus speed improvements. The period of performance was 32 months.
 Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended prices have been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations.

Contract Modification No. 16 is to exercise Option B for the Project’s final EIS/R which was negotiated and awarded in April 2011 as the Metro ICE below. To exercise Option B, a new proposal was required based on the current market environment and rates. The negotiated amount is higher than the awarded amount due to the current market rates.

Proposal Amount	Metro ICE	Negotiated Amount
\$721,897	\$551,725	\$699,255

Contract Modification No. 17 in support of technical analysis of an at-grade Alternative #4 includes advance conceptual engineering (ACE), first/last mile planning, connectivity study with the Metro Orange Line and grade crossing safety analysis. The negotiated amount includes refinements pertaining to the ACE and the grade crossing safety analysis which are required to satisfactorily complete the work.

Proposal Amount	Metro ICE	Negotiated Amount
\$2,069,686	\$1,852,186	\$2,021,013

CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED
ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Alignment alternatives and traffic analysis	Approved	02/24/12	\$449,941
2	Draft and Final EIS/EIR	Approved	02/28/13	\$1,090,851
3	Supplemental parking analysis	Approved	04/19/13	\$5,103
4	Supplemental analysis	Approved	07/23/13	\$200,000
5	Reallocation of tasks	Approved	04/30/14	\$0
6	Period of performance (POP) extension through 12/31/15	Approved	08/29/14	\$0
7	Expansion of number of alternatives and maintenance yards to be environmentally cleared	Approved	03/11/15	\$177,871
8	POP extension through 2/5/16	Approved	12/23/15	\$0
9	POP extension through 3/4/16	Approved	02/04/16	\$0
10	Reallocation of tasks and co cost time extension through 12/31/16	Approved	03/04/16	\$0
11	White paper defining hybrid rail alternative, period of performance extension through 12/31/17 and addition of DBE subcontractor	Approved	11/29/16	\$68,758
12	Spanish translation services and addition of DBE subcontractor	Approved	05/24/17	\$12,753
13	POP extension through 1/31/18	Approved	12/28/17	\$0
14	POP extension through 3/5/18	Approved	01/30/18	\$0
15	POP extension through 6/29/18	Approved	03/05/18	\$0
16	Exercise Option B for final EIS/R	Pending	06/28/18	\$699,255
17	Technical analysis in support of at-grade Alternative #4 and POP extension through 12/31/19	Pending	06/28/18	\$2,021,013
	Modification Total:			\$4,725,545
	Original Contract:		04/28/11	\$3,554,641
	Total:			\$8,280,186

DEOD SUMMARY

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR LOCALLY PREFERRED
ALTERNATIVE AND CONTRACT MODIFICATIONS / PS4370-2622**A. Small Business Participation**

KOA Corporation (KOA) made a 29.20% Disadvantaged Business Enterprise (DBE) commitment. The project is 84% complete and current DBE participation is 25.48%, which represents a 3.72% shortfall. KOA's Project Manager explained that at the beginning of the project, Metro removed the video simulation scope, which eliminated DBE CLR Analytics' scope of work, and other DBEs were scheduled to perform at the latter phase of the project.

KOA reaffirmed its 29.20% DBE commitment in its work plan submitted May 21, 2018. In addition to work performed under the current contract, for the proposed modification, KOA made a 42.88% DBE commitment to three (3) additional firms. According to KOA, the added DBEs will perform community outreach, first/last mile planning, and advanced conceptual engineering.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that KOA is on schedule to meet or exceed its DBE commitment. If KOA is not on track to meet its small business commitment, Metro staff will ensure that a plan is submitted to mitigate shortfalls. Additionally, access has been provided to Metro's tracking and monitoring system to more key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	DBE 29.20%	Small Business Participation	DBE 25.48%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	W2 Design, Inc.	Asian Pacific American	3.62%	3.43%
2.	CNS Engineers, Inc.	Asian Pacific American	8.94%	3.38%
3.	Wagner Engineering Survey	Caucasian Female	8.26%	6.66%
4.	Diaz Yourman Associates	Hispanic American	3.18%	2.93%
5.	CLR Analytics	Asian Pacific	0.80%	0.00%

		American		
6.	Cogstone Resource Management	Caucasian Female	0.52%	0.29%
7.	Galvin Preservation Associates	Caucasian Female	3.88%	6.06%
8.	Lenax Construction Services	Caucasian Female	Added	2.13%
9.	Katherine Padilla & Associates	Hispanic American Female	Added	0.18%
10.	Universal Reprographics, Inc.	Caucasian Female	Added	0.42%
	Total		29.20%	25.48%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.