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Agenda - Final

Wednesday, January 19, 2022

10:30 AM

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Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



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Live Public Comment Instructions:

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The Committee Meeting begins at 10:30 AM Pacific Time on January 19, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 19 de Enero de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5.

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

CONSENT CALENDAR

5. **SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY
REPORT/PROJECT DEVELOPMENT SUPPORT**

[2021-0620](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

Attachments: [Attachment A - Alameda Esplanade Gap Map](#)
 [Attachment B - Alameda Street Mobility PSR-PDS Study Area](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - DEOD Summary](#)
 [Presentation](#)

NON-CONSENT

6. **SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE**

[2021-0712](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$103,609,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- I-405, I-110, I-105, SR-91 Interchange Improvements (South Bay)
- I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities

- I-710 South Local Streets and Community-Benefiting Early action projects in Gateway Cities.

B. APPROVING deobligation of \$250,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the MR306.05 - I-710 Integrated Corridor Management project.

C. AUTHORIZE the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

Attachments: [Attachment A - Projects Receiving Measure R Funds](#)

7. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM

[2022-0024](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Mitchell, and Dutra that the Board direct the Chief Executive Officer to:

- A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and
- B. Ensure funding for at least a two-to-one replacement for all 174 trees being removed, which would mean at least 348 replacement trees to be provided as part of the Project.

8. SUBJECT: LOS ANGELES UNION STATION STRATEGIC ADVISOR

[2021-0621](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

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

9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR
PROJECT

[2021-0724](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles Union Station (LAUS) as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. APPROVING the Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. ACCELERATING the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. IDENTIFYING interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study.

Attachments: [Attachment A - WSAB Draft EIS/EIR Executive Summary](#)
 [Attachment B - WSAB Build Alternatives Map](#)
 [Attachment C - Percent Minority Population](#)
 [Attachment D - Percent Low-income Population](#)
 [Presentation](#)

10. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR
PROJECT

[2022-0023](#)

RECOMMENDATION

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

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

- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
 - a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
 - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
 - a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
 - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;

- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,
- H. Report back to the Board in April 2022 with updates on all of the above items.

11. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

[2021-0710](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

Attachments: [Attachment A - General Alignments of the Alternatives](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Contract Modification Change Order Log](#)
 [Attachment D - DEOD Summary](#)

12. SUBJECT: ORAL REPORT ON 710 RELINQUISHMENT EFFORTS

[2021-0813](#)

RECOMMENDATION

RECEIVE oral report on 710 Relinquishment Efforts - City of Pasadena.

Attachments: [Presentation](#)

13. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

[2021-0760](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0004](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2021-0620, File Type: Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

ISSUE

Metro is leading two funded active transportation projects along Alameda Street in downtown Los Angeles between 1st Street and Commercial Street (Eastside Access Improvements) and between Arcadia Street and Cesar E. Chavez Avenue (LA Union Station Forecourt and Esplanade Improvements). Once these two projects are constructed, there will be an active transportation gap on Alameda Street over the 101 overpass, between Commercial Street and Arcadia Street (Attachment A-Alameda Esplanade Gap).

During the LAUS Forecourt and Esplanade Improvements (LAUS FEI) environmental and stakeholder engagement process, Metro received consistent feedback from stakeholders, including the City of Los Angeles (City), regarding the need to explore strategies to close the active transportation gap along Alameda Street and improvements to the El Monte Busway. In response, Metro committed to prepare a PSR-PDS in partnership with the City and Caltrans.

BACKGROUND

Metro purchased LAUS in 2011 and shortly thereafter prepared the Union Station Master Plan (USMP) to transform Union Station into a world-class facility. Concurrently, Metro, in partnership with the City, County of Los Angeles (County), the Southern California Association of Governments (SCAG), Caltrans and community stakeholders developed the Connect US Action Plan (Connect US). Connect US is a community-driven public improvement plan that prioritizes pedestrian and bicyclist connectivity to LAUS and the 1st/Central Regional Connector transit stations and the

adjacent historic and culturally significant communities. Connect US identified a series of public improvements along Alameda Street, called the Alameda Esplanade, that extended from Chinatown to Little Tokyo.

Metro has taken the lead on implementing two segments of the Alameda Esplanade. The first segment is part of the Eastside Access Improvements, which is currently under construction, and extends between 1st Street and Commercial Street. The second segment is part of the LAUS FEI, which is scheduled to start construction in 2022, and extends between Arcadia Street and Cesar E. Chavez Avenue. Once these two segments of the Alameda Esplanade are in place, there will be an active transportation gap along Alameda Street between Commercial Street and Arcadia Street, over the US 101 overcrossing adjacent to the El Monte Busway.

With a focus on equity, community, and pedestrian and bicyclist safety, the PSR-PDS will explore improved multi-modal connectivity, safety, and movement across the Alameda Street/US-101 Overcrossing between LAUS and Little Tokyo and identify if there are any feasible improvements to freeway ramp facilities (including closing on/off ramps) around Union Station (Attachment B-Study Area).

DISCUSSION

A PSR-PDS is the Project Initiation Document selected for the Alameda Street Mobility Study and will evaluate potential concepts that can be advanced for further evaluation through the Project Approval/Environmental Document (PA/ED) phase. The PSR-PDS will be led by Metro in collaboration with the City and Caltrans, as the study area is located on both City and Caltrans right-of-way. This PSR-PDS will establish a well-defined purpose and need statement, define a project scope with a reliable cost estimate and a schedule to move forward with the PA/ED stage, if pursued by any or all participating agencies.

The PSR-PDS includes the following goals:

1. Close the Alameda Esplanade gap between Commercial Street and Arcadia Street/El Monte Busway with an accessible, comfortable, and safe facility for walking, biking, and rolling;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations and freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

This PSR-PDS is anticipated to be completed within 12 months.

The PSR-PDS will be informed by Metro's Equity Planning and Evaluation Tool, equity data collection (with ground-truthing), and targeted stakeholder engagement to inform the overall study and the final recommendations. As previously noted, Metro has committed to leading the PSR-PDS in collaboration with the City and Caltrans. Next steps, including implementation, will be defined with partner agencies as the PSR-PDS progresses.

DETERMINATION OF SAFETY IMPACT

The PSR-PDS will result in design options that will be focused on improved mobility for all users and safety around Los Angeles Union Station. Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The adopted Fiscal Year (FY) 2022 Budget includes \$500,000 in Cost Center 4530 (Transit Oriented Communities), Project 405557 (Union Station Master Plan). The source of the funds is Local funds. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 26.35% Small Business Enterprise and 3.40% Disabled Veteran Business Enterprise (DBVE) commitment. Staff will utilize Metro's Equity Planning and Evaluation Tool to guide the overall approach including equity data collection, stakeholder engagement, and concept/alternative development. The PSR/PDS will build off the Connect US Action plan which included robust community engagement. The project team includes three CBOs, Los Angeles Walks, Little Tokyo Community Council, and La Plaza de Cultura y Arte, that have direct experience and expertise engaging and/or serving the communities within the study area.

The project team, inclusive of the CBOs, will prepare a stakeholder engagement strategy that is grounded in Metro's Equity Platform to ensure that the stakeholder input informs the purpose and need and the criteria that informs the PSR-PDS alternatives. The stakeholder engagement strategy will help identify the most affected stakeholders that could benefit and/or be burdened from the project, with an attention to identifying communities of color and/or historically marginalized groups. The CBOs will be instrumental in informing assessment and engagement that helps identify how a future project could impact vulnerable populations including people of color, low-income individuals, small businesses (including legacy businesses), unhoused individuals, and at-grade transit riders (due to travel time delay). The data collection will be ground-truthed with communities, with extensive participation from CBOs, and will define a geographic area of influence, identify demographics of impacted areas or communities with attention to identifying existing disparities in race, ethnicity, and income, that may influence the proposal's outcomes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- Strategic Plan Goal #1: Provide high-quality mobility options that enable people to spend less

time traveling - The PSR-PDS aims to identify opportunities that will close the Alameda Esplanade gap for walking, biking, and rolling, improve access to LA Union Station, and improve overall mobility for all modes.

- Strategic Plan Goal #2: The PSR-PDS will provide options to deliver outstanding trip experiences for all users of the transportation system by improving multi-modal safety, movement, and operations around the El Monte Busway/US 101 and LAUS.
- Strategic Plan Goal #3: Enhance communities and lives through mobility and access to opportunity by using equity, data, and stakeholder input to shape how the PSR-PDS can best improve mobility and increase access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. This option is not recommended since there will be an active transportation gap on Alameda Street between Arcadia and Commercial Streets after the construction of the Eastside Access Improvements and the LAUS FEI. Metro committed to partner in evaluating solutions to close this gap.

NEXT STEPS

Upon Board approval, staff will execute Task Order No. AE75285-5433000 with Jacobs Engineering Group, Inc. to initiate the PSR-PDS.

ATTACHMENTS

Attachment A - Alameda Esplanade Gap Map

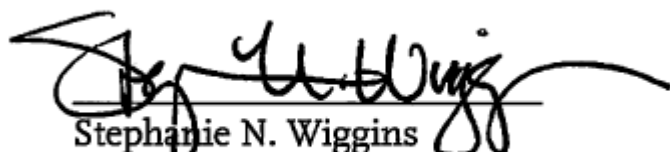
Attachment B - Alameda Street Mobility PSR-PDS Study Area

Attachment C - Procurement Summary

Attachment D - DEOD Summary

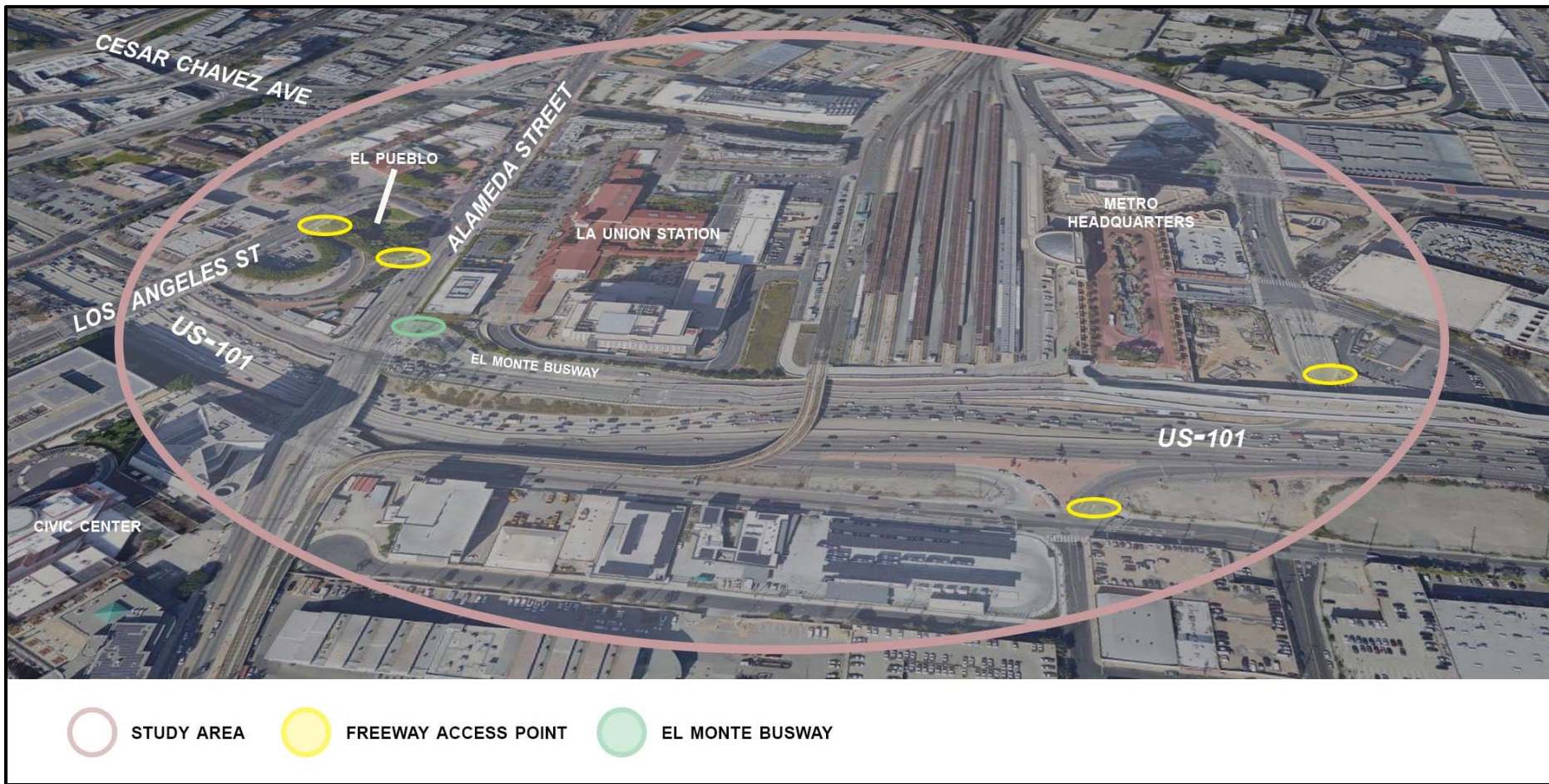
Prepared by: Megan Nangle, Manager, Countywide Planning & Development, (213) 922-2581
Elizabeth Carvajal, Senior Director, Countywide Planning & Development, (213) 922-3084
Nick Saponara, Executive Officer, Countywide Planning & Development, (213) 922-4313

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



Stephanie N. Wiggins
Chief Executive Officer





PROCUREMENT SUMMARY**CONTRACT NO: PS54330006**

TASK ORDER NO. AE75285 - 5433000
ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT
DEVELOPMENT SUPPORT

1.	Contract Number: Task Order No. AE75285-5433000, under Contract No. PS54330006	
2.	Recommended Vendor: Jacobs Engineering Group, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 21, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: May 5, 2021	
	D. Proposals Due: June 1, 2021	
	E. Pre-Qualification Completed: November 9, 2021	
	F. Conflict of Interest Form Submitted to Ethics: June 16, 2021	
	G. Protest Period End Date: January 25, 2022	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 1
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Megan Nangle	Telephone Number: (213) 922-2581

A. Procurement Background

This Board Action is to approve Task Order No. AE75285-5433000 issued in support of the development of a Project Study Report-Project Development Support (PSR-PDS) for proposed improvements to Alameda Street in the areas surrounding Los Angeles Union Station and the El Monte Busway. Board approval of task order awards are subject to resolution of any properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with a Small Business Enterprise (SBE) goal of 21% and a Disabled Veterans Business Enterprise (DVBE) goal of 3%.

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

A pre-proposal conference was held on May 5, 2021 and was attended by 14 participants representing 8 companies. There were 7 questions asked, and responses were released prior to the proposal due date.

The 12 qualified firms under Discipline No. 1 – Transportation, received the Task Order RFP and were included in the planholders list. One proposal from Jacobs Engineering Group, Inc. (Jacobs) was received on June 1, 2021.

A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Reasons given for not submitting proposals included unavailability of staff during the proposed timeline for the work, interest in partnering with another firm as a subcontractor, and unavailability due to other commitments.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transportation Planning and Highway Program Departments, the Los Angeles Department of Transportation, and Caltrans was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Qualifications and Experience of the Team | 45 percent |
| • Project Understanding and Approach | 35 percent |
| • Work Plan | 15 percent |
| • Innovation and Creativity | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) Task Order procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications and experience of the team.

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

During the period of June 3, 2021 to June 17, 2021, the PET independently evaluated and scored the technical proposal and requested that Jacobs be invited for an oral presentation on June 29, 2021, which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentation, the PET finalized and submitted their technical scores based on both the written proposal and input received during the oral presentation. On June 30, 2021, the PET completed their evaluation of the proposal and determined Jacobs was qualified to perform the required services.

Qualifications Summary of Recommended Firm:

Jacobs has more than 40 years of experience in Southern California and their proposal demonstrated experience in all the technical areas. Their proposal listed multiple project examples that demonstrated experience and insight in incorporating equity considerations into active transportation planning.

Jacobs' proposal highlighted the qualifications of their team and included personnel narratives describing each staff's expertise and availability. The proposal also accurately demonstrated an understanding of the work and their approach with a detailed schedule.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs Engineering Group, Inc.				
3	Qualifications and Experience of the Team	80.00	45.00%	36.00	
4	Project Understanding and Approach	79.51	35.00%	27.83	
5	Work Plan	72.00	15.00%	10.80	
6	Innovation and Creativity	72.00	5.00%	3.60	
7	Total		100.00%	78.23	1

C. Cost Analysis

The recommended price of \$1,119,015.68 has been determined to be fair and reasonable based upon a technical analysis, cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$295,682.39.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Jacobs Engineering Group, Inc.	\$1,414,698.07	\$331,787.00	\$1,119,015.68

The variance between the final negotiated price and the independent cost estimate (ICE) is due to the level of effort being underestimated for the following tasks: project management, stakeholder engagement and coordination, preparation of the PSR, traffic engineering performance assessment, and preliminary environmental analysis report. Given that there are many aspects to the PSR/PDS that are not standard, there are three different entities to coordinate (Metro, City of LA, Caltrans), additional stakeholder outreach and equity data collection, and the project area extends over City of LA and Caltrans right-of-way, the increased level of effort was determined acceptable.

D. Background on Recommended Contractor

The recommended firm, Jacobs, headquartered in Dallas, TX, has a local office in Los Angeles, CA, and has been in business for 40 years. Jacobs provides technical, professional and constructions services to a broad range of clients globally. Jacobs has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Jacobs and six subcontractors, of which, four are Metro certified SBEs, and one is a DVBE.

DEOD SUMMARY

**ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT
DEVELOPMENT SUPPORT / PS54330006**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Engineering Group, Inc. exceeded the goal by making a 26.35% SBE and 3.40% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	26.35% SBE 3.40% DVBE
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	SBE Subcontractors	% Committed
1.	City Works Design	9.24%
2.	Epic Land Solutions	3.42%
3.	GPA Consulting	9.43%
4.	JMDiaz, Inc.	4.26%
	Total SBE Commitment	26.35%

	DVBE Subcontractors	% Committed
1.	MA Engineering	3.40%
	Total DVBE Commitment	3.40%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Next stop: access to opportunity.

**Alameda Street Mobility Project Study Report-Project
Development Study
Legistar: 2021-0620**

**Planning & Programming Committee
January 19, 2022**



Recommendation

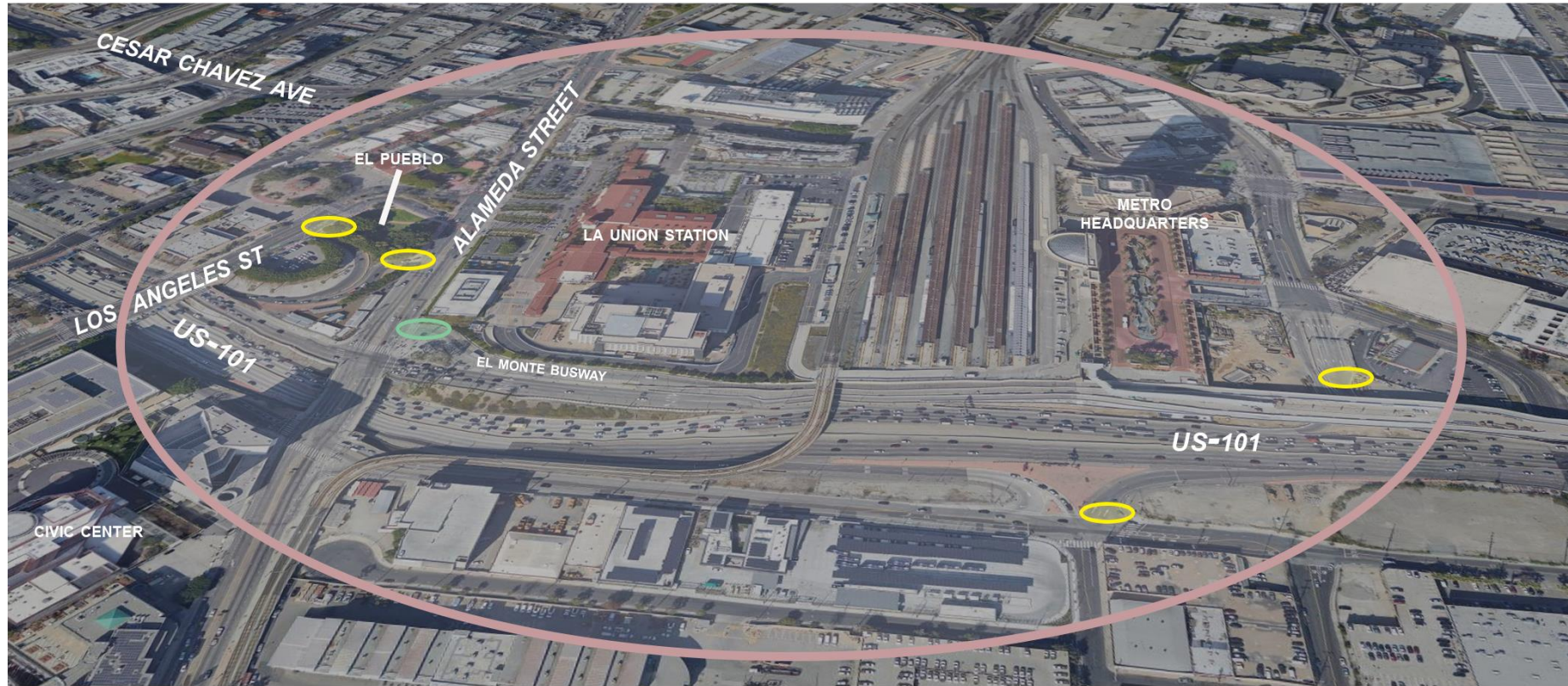
Authorize the Chief Executive Officer to award and execute a 12-month firm fixed price Task Order No. AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68.


Study Goals

1. Close the Alameda Esplanade active transportation gap between Commercial Street and Arcadia Street;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations & freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

Study will be informed by stakeholder engagement and the Metro Equity Planning and Evaluation Tool.

Alameda Street Mobility PSR-PDS Study Area



 STUDY AREA

 FREEWAY ACCESS POINT

 EL MONTE BUSWAY

Alameda Esplanade Gap



Project Team

Prime Consultant:
Jacobs

Subconsultants:

1. Fehr & Peers
2. CityWorks (SBE)
3. Epic Land Solutions (SBE)
4. Los Angeles Walks (CBO)
5. Little Tokyo Community Council (CBO)
6. LA Plaza de Cultura y Arte (CBO)
7. GPA Consulting (SBE)
8. JMD (SBE)
9. MA Engineering (DVBE)



Board Report

File #: 2021-0712, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$103,609,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:
- I-405, I-110, I-105, SR-91 Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South Local Streets and Community-Benefiting Early action projects in Gateway Cities.
- B. APPROVING deobligation of \$250,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the MR306.05 - I-710 Integrated Corridor Management project.
- C. AUTHORIZE the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope and funding allocations for projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address Highway

Operational Improvement subfunds. The Highway Programs group in Countywide Planning and Development leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in the development of projects with these subfunds.

Additionally, the Highway Programs staff manage grants to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and highway staff reviews the project for eligibility and compliance with the program guidelines and requirements. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro Highway Program staff work with the subregions and grant recipients to deliver the projects. Updates on progress in the development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on an as-needed basis.

DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/ approved by Metro Highway Programs staff for funding.

The changes in this update include \$103,609,000 in additional programming for projects in the South Bay and Gateway subregions - as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

To date, \$432,815,300 has been programmed for projects. This update includes a funding adjustment to 1 existing project for the subregion.

Manhattan Beach

Program an additional \$1,066,000 for MR312.35 - Manhattan Beach Blvd at Sepulveda Blvd Improvements. The funds will be used to complete the final design and right of way phases of the project.

I-605 Corridor “Hot Spots” Interchanges

This refers to a cluster of projects in the Measure R expenditure plan. Later, through a multi-corridor study, the corridors expanded to projects on SR-91 and I-405. To date, \$413,870,400 has been programmed for projects. This update includes funding adjustments for 3 existing projects for the subregion.

Long Beach

Program an additional \$1,300,000 for MR315.60 - Soundwalls on NB-I-605 near Spring St. The funds will be used for final design and construction.

Metro

Program an additional \$46,030,000 for MR315.74 - WB SR-91 Alondra Blvd to Shoemaker Ave Improvements. The funds will be used to complete final design and as the local construction match for the awarded SB-1 TCEP grant.

Program an additional \$38,801,000 for SR-91 Atlantic to Cherry EB Aux Lane. The funds will be used as the local construction match for the awarded SB-1 TCEP grant.

I-710 South Local Streets and Community-Benefiting Early Action Projects

To date, \$284,006,500 has been programmed for projects. This update includes funding adjustments for 5 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Huntington Park

Program an additional \$4,200,000 for MR306.53 - Slauson Ave Congestion Relief Improvements. The funds will be used for construction.

Long Beach

Program an additional \$9,112,000 for MR315.70 - Artesia Boulevard Improvements. The funds will be used for construction.

Metro

Program an additional \$3,100,000 for MR306.59 - Imperial Highway Corridor Capacity Enhancements. The funds will be used for final design and construction.

Program an additional \$250,000 for MR306.05 - I-710 Integrated Corridor Management. The additional funds will be used for the completion of final design.

Deobligate \$250,000 from I-710 ITS/Air Quality Grant Match Bucket. The funds are being deobligated and reprogrammed to MR306.05 - I-710 ICM Project.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations in this report will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY22 Budget amendment at this time. The Highway Programs project management staff will monitor the projects and adjust funding as required to meet project needs within the Adopted FY22 Highway budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for

the subregions. FY22 funds are allocated for Arroyo Verdugo Project No. 460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY22 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312 and 462312. FY22 funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720 and 4740 are all included in the FY22 budget. Staff will work within the adopted FY22 budget subject to available funds.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), FY22 funds are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY22 budget to fund the identified priorities. Should additional funds be required for the FY22 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit operations or capital expenses.

EQUITY PLATFORM

Utilization of the Highway Program Measure R Subsidy Grants will enable equitable opportunities by providing technical assistance to Equity Focus Communities (EFCs), such as Lynwood and Huntington Park. The Subsidy Grants do not have a direct equity impact, rather it will allow for the development of equity opportunities via the development of projects through city contracts that can reduce transportation disparities.

The Measure R Highway Subregional Board report consolidates project requests from various subregions and seeks board approval to fund eligible Measure R Highway Operational Improvement. The jurisdictional requests are proposed by the cities and approved by the subregions. Cities lead and prioritize all elements of the proposed transportation improvements including, procurement, the

environmental process, outreach, final design and construction. Each city and/or agency independently and in coordination with their subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. Through this report, cities that are within the defined subregional boundaries of the Measure R highway operational improvement programs and have EFCs including, but not limited to, Huntington Park, Lynwood and Long Beach, will be able to develop projects that provide benefits and opportunities to their residents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will delay the development of the needed improvements.

NEXT STEPS

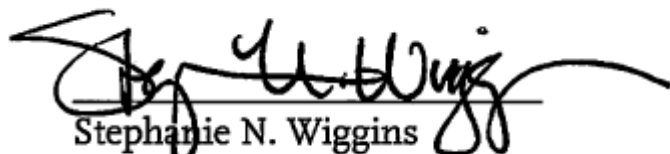
Metro Highway Programs staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
(Dollars in Thousands)			HIGHWAY OPS IMP GRAND TOTAL		1,566,192	103,609	1,669,801	1,230,665	124,540	127,207	121,637	4,542
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25	
Arroyo Verdugo Operational Improvements				95,988.4	(0.0)	95,988.4	84,304.4	5,775.0	2,225.0	2,442.0	1,242.0	
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0					
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	3,967.0					
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0					
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0					
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	3897					
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	3,600.0					
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8	659.8					
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0					
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0					
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0					
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		3,200.0	0.0	3,200.0	3,200.0					
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		1,000.0	0.0	1,000.0	1,000.0					
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0	250.0					
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3		1,400.0	0.0	1,400.0			200.0	1,200.0		
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync		250.0	0.0	250.0		250.0				
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization		350.0	0.0	350.0		350.0				
Burbank	MR310.58	Downtown Burbank Signal Synchronization		250.0	0.0	250.0			250.0			
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive		2,000.0	0.0	2,000.0	2,000.0					
		TOTAL BURBANK		33,273.8	0.0	33,273.8	31,023.8	600.0	450.0	1,200.0	0.0	

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7				
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0				
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0				
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0				
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5				
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0				
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5				
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0				
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0				
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9				
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3				
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0				
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0				
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3				
Glendale	MR310.25	210 Soundwalls Project		4,520.0	0.0	4,520.0	4,520.0				
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0				
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0				
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2				
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0				
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly		600.0	0.0	600.0	0.0	100.0	500.0		
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	0.0	150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0				

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2				
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	585.0	1,065.0			
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0				
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0				
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,000.0	800.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0				
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0				
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0				
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	625.0	1,025.0			
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0	800.0	1,700.0			
		TOTAL GLENDALE		48,870.6	0.0	48,870.6	42,480.6	4,840.0	1,550.0	0.0	0.0
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0				
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0				
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0				
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0		335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	0.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0				
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		95,988.4	(0.0)	95,988.4	84,304.4	5,775.0	2,225.0	2,442.0	1,242.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				158,026.0	0.0	158,026.0	154,681.0	3,055.0	290.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7				
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0				
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0				
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6				
		TOTAL WESTLAKE VILLAGE		18,551.0	0.0	18,551.0	18,551.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0				
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,150.0	575.0			
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	36,700.0	550.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0				
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0				
		TOTAL AGOURA HILLS		50,225.0	0.0	50,225.0	49,100.0	1,125.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0				
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8				
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2				
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0				
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0				
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0				
		TOTAL CALABASAS		49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	13,700.0	900.0			
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,200.0	400.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	80.0	630.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0				
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0					
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0				
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0				
		TOTAL MALIBU		34,000.0	0.0	34,000.0	31,780.0	1,930.0	290.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	5,700.0				
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	5,700.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		158,026.0	0.0	158,026.0	154,681.0	3,055.0	290.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				431,749.2	1,066.0	432,815.3	281,375.9	56,368.0	40,626.3	54,445.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration <i>(Project Development Budget Included)</i>		13,375.0	0.0	13,375.0	13,375.0				
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Completed)		5,357.0	(0.0)	5,357.0	5,357.0				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		8,120.0	0.0	8,120.0	8,120.0				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	49,400.0	20,000.0	11,000.0	6,000.0	
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 (Completed)		9,000.0	0.0	9,000.0	9,000.0				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Completed)		150.0	0.0	150.0	150.0				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		8,400.0	0.0	8,400.0		4,400.0	4,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	0.0	150.0			
		TOTAL CALTRANS		118,727.0	(0.0)	118,727.0	73,177.0	24,550.0	15,000.0	6,000.0	0.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	1,400.0	1,400.0	1,420.0		
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st (Completed)		150.0	0.0	150.0	150.0				
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0				
		TOTAL CARSON		5,370.0	0.0	5,370.0	2,550.0	1,400.0	1,420.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	950.0	3,200.0	1,200.0		
		TOTAL EL SEGUNDO		8,250.0	0.0	8,250.0	3,850.0	3,200.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0				
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0				
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,617.3	0.0	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0				
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0	0.0	3,600.0	3,600.0				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0				
Hawthorne	MR312.54	Intersection widening & traffic signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Beckel Road on Crenshaw at Jack Northern road on 120th St		2,000.0	0.0	2,000.0	2,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. (Completed)		4,400.0	0.0	4,400.0	4,400.0				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,500.0	495.0			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	2,700.0	500.0			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	1,300.0	700.0			
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	600.0				
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		600.0	0.0	600.0	600.0				
		TOTAL HAWTHORNE		29,283.0	0.0	29,283.0	27,588.0	1,695.0	0.0	0.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7				
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0					

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		205.0	0.0	205.0	205.0				
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Completed)		80.0	0.0	80.0	80.0				
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Completed)		130.0	0.0	130.0	130.0				
Inglewood	MR312.73	Florence Ave Synchronization Project (Completed)		255.0	0.0	255.0	255.0				
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	2,875.0	3,000.0	7,606.3	4,000.0	
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0				
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0				
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0				
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	7,868.0	3,000.0	7,606.3	4,000.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0				
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0				
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	600.0	1,400.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	1,928.0	1,400.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0	0.0	43.0	43.0				
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0				
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		878.3	0.0	878.3	878.3				
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3				
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Complete)		1,585.0	0.0	1,585.0	1,585.0				
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5				
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0				
Manhattan Beach	MR312.35	Seaverd Ave at Manhattan Beach Blvd intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	CHG	980.0	1,066.0	2,046.0	980.0	1,066.0			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0				
		TOTAL MANHATTAN BEACH		12,826.5	1,066.0	13,892.5	12,826.5	1,066.0	0.0	0.0	0.0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	14,181.0	3,200.0			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	14,200.0	3,200.0			
Metro	3000002033/PS 4040-2540-01-10	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0				
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0				
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	600.0	2,000.0	2,400.0	14,850.0	
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	800.0	1,000.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	31,531.0	9,400.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0				
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		41,225.0	0.0	41,225.0	3,830.0	7,000.0	10,000.0	20,395.0	
		PORT OF LOS ANGELES		41,225.0	0.0	41,225.0	3,830.0	7,000.0	10,000.0	20,395.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0				
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		936.0	0.0	936.0	936.0				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		389.0	0.0	389.0	389.0				
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0				
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0				
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	847.0	1,060.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	800.0	1,600.0			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0				
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0				
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	10,591.0	2,660.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	19,600.0	997.0			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9				
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0				
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0				
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0	500.0	500.0				
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0				
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0				
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0				
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	71,755.9	997.0	0.0	0.0	0.0
		TOTAL SOUTH BAY		431,749.2	1,066.0	432,815.3	281,375.9	56,368.0	40,626.3	54,445.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				327,739.4	86,131.0	413,870.4	254,905.0	23,125.0	67,790.8	64,749.5	3,300.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0				
		TOTAL GCCOG		1,650.0	0.0	1,650.0	1,650.0	0.0	0.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)		342.2	0.0	342.2	342.2				
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)		365.4	0.0	365.4	365.4				
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0				
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0				
Metro	AE322940011372	710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0				
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3				
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	5,000.0	10,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)		26,520.9	0.0	26,520.9	3,229.3	171.6	4,820.0	15,000.0	3,300.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0				
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0				
Metro	AE53025001	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON)	CHG	8,250.0	38,801.0	47,051.0	7,500.0	750.0	18,801.0	20,000.0	
Metro	AE57645000	SR-91 Central to Acacia Improvements PAED/PSE/ROW		22,006.0	0.0	22,006.0	5,006.0	2,000.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0				
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0				
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)		3,640.7	0.0	3,640.7	2,209.9	1,430.8			
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	2,308.1	1,540.4			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE, ROW)	CHG	11,475.0	46,030.0	57,505.0	11,475.0	1,400.0	22,315.0	22,315.0	
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0				
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan (Completed)		10,429.5	(0.0)	10,429.5	10,429.5				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements Improvements (Completed)		572.7	0.0	572.7	572.7				
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7				
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements (Completed)		680.0	0.0	680.0	680.0				
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0				
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS (Completed)		3,040.0	0.0	3,040.0	3,040.0				
		TOTAL METRO		205,950.9	84,831.0	290,781.9	146,938.1	17,292.8	59,936.0	63,315.0	3,300.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3				
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0				
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8				
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0				
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0				
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0				
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0				
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0				
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		625.0	0.0	625.0	200.0	425.0			
		TOTAL ARTESIA		625.0	0.0	625.0	200.0	425.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0				
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2	0.0	414.2	414.2				
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2				
		TOTAL CERRITOS		1,958.4	0.0	1,958.4	1,958.4	0.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		2,120.0	0.0	2,120.0	2,120.0				
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Completed)		2,740.4	0.0	2,740.4	2,740.4				
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0				
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0	0.0	1,300.0	1,300.0				
		TOTAL DOWNEY		15,145.4	0.0	15,145.4	15,145.4	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0				
LA County	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	2,410.0	800.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0				
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0				
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0				
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		3,200.0	0.0	3,200.0	1,400.0	900.0	900.0		
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	800.0				
		TOTAL LA COUNTY		14,130.0	0.0	14,130.0	10,330.0	1,700.0	2,100.0	0.0	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0				
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3				
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0				
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street	CHG	3,169.0	1,300.0	4,469.0	3,169.0		1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3				
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8				
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	900.0				
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0				
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	212.6				
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0				
		TOTAL LONG BEACH		6,678.7	1,300.0	7,978.7	6,678.7	0.0	1,300.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0				
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	95.1	824.9			
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	154.2	1,000.0	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0				
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4				
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0				
		TOTAL NORWALK		9,959.4	0.0	9,959.4	7,779.7	1,824.9	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0				
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0				
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5				
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0				
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0				
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	824.0				
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0				
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0				
		TOTAL SANTA FE SPRINGS		7,291.0	0.0	7,291.0	7,291.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction		4,568.2	(0.0)	4,568.2	1,585.9	882.3	2,100.0		
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction		7,184.5	0.0	7,184.5	2,750.0	1,000.0	2,000.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1				
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	6,680.0	1,882.3	4,100.0	1,434.5	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		327,739.4	86,131.0	413,870.4	254,905.0	23,125.0	67,790.8	64,749.5	3,300.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				267,594.5	16,411.9	284,006.4	222,795.9	0.0	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
		TOTAL GCCOG		1,550.0	0.0	1,550.0	1,550.0	0.0	0.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Completed)		2,161.9	0.0	2,161.9	2,161.9				
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	DEOB	3,760.0	(250.0)	3,510.0	3,510.0				
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,448.0	500.0			
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	3,709.6	370.0			
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development (Completed)		600.0	0.0	600.0	600.0				
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9				
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0				
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,209.6	720.0			
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	15,000.0	28,062.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds (Completed)		200.0	0.0	200.0	200.0				
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8				
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0				
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project	CHG	865.0	3,100.0	3,965.0	865.0	1,500.0	1,600.0		
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0				
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project	CHG	5,000.0	250.0	5,250.0	1,000.0	3,000.0	1,250.0		
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements		329.5	0.0	329.5		329.5			
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project		1,312.1	(0.0)	1,312.1		700.1	612.0		
		TOTAL METRO		146,513.5	3,100.0	149,613.4	110,969.9	35,181.6	3,462.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0				
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0
Metro	13.01/USAGE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0				
		TOTAL USAGE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0				
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0				
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0				
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0				
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0				
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0				
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT IQA		150.0	0.0	150.0	150.0				
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,200.0	0.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0				
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0				
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0	0.0
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0				
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6				
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	66.8				
		TOTAL BELL		381.4	0.0	381.4	381.4	0.0	0.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3				
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7				
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	(0.0)	283.4	283.4				
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0				
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0				
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project (Completed)		13,500.0	0.0	13,500.0	13,500.0				
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0				
		TOTAL COMMERCE		15,075.0	0.0	15,075.0	15,075.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3				
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0				
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0				
Downey	MR306.31	Lakewood Blvd Improvement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0				
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0				
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0				
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0				
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	CHG	700.0	4,200.0	4,900.0	700.0	800.0	2,500.0	900.0	
		TOTAL HUNTINGTON PARK		715.0	4,200.0	4,915.0	715.0	0.0	0.0	0.0	0.0
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0				
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	17,000.0	6,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements (Completed)		300.0	0.0	300.0	300.0				
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	2,800.0	1,900.0			
Long Beach	MR315.70	Artesia Boulevard Improvements	CHG	765.0	9,112.0	9,877.0	0.0	765.0	4,112.0	5,000.0	
		TOTAL LONG BEACH		29,811.0	9,112.0	38,923.0	20,246.0	9,565.0	4,112.0	5,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0				
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0				
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0				
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0				
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0				
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0				
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0				
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0	0.0			
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5				
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0				
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0				
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0				
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2				
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	700.0	150.0			
South Gate	MR306.63	Garfield Ave Median Improvements		340.0	0.0	340.0	0.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,150.7	490.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2				
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0				
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		267,594.5	16,411.9	284,006.4	222,795.9	45,236.6	7,574.0	5,000.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	185,385.1	12,340.0	2,274.9	0.0	0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0				
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	5,600.0				
		TOTAL METRO		25,000.0	0.0	25,000.0	25,000.0	0.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		20,340.0	(0.0)	20,340.0	16,000.0	4,340.0			
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1				
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		21,274.9	0.0	21,274.9	11,000.0	8,000.0	2,274.9		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0				
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	20,000.0				
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	50,385.1	12,340.0	2,274.9	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	20,000.0				
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	110,000.0	0.0	0.0	0.0	0.0
		TOTAL SR-138 CAPACITY ENH		200,000.0		200,000.0	185,385.1	12,340.0	2,274.9	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
North County: I-5/SR-14 HOV SURPLUS				85,094.9		85,094.9	47,217.9	23,877.0	14,000.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5				
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	569.2	6,000.0	2,200.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	0.0	2,877.0	800.0		
		TOTAL LANCASTER		21,743.7	0.0	21,743.7	9,866.7	8,877.0	3,000.0	0.0	0.0
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	7,000.0	7,000.0	11,000.0		
		TOTAL LA COUNTY		25,000.0	0.0	25,000.0	7,000.0	7,000.0	11,000.0	0.0	0.0
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps		1,186.2	0.0	1,186.2	1,186.2				
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0				
		TOTAL PALMDALE		13,786.2	0.0	13,786.2	13,786.2	0.0	0.0	0.0	0.0
Santa Clarita	MR501.02	Sierra Highway Traffi Signal Improvements		565.0	0.0	565.0	565.0				
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	12,000.0	8,000.0			
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0				
		TOTAL SANTA CLARITA		24,565.0	0.0	24,565.0	16,565.0	8,000.0	0.0	0.0	0.0
		TOTAL I-5/SR-14 CAPACITY ENH		85,094.9		85,094.9	47,217.9	23,877.0	14,000.0	0.0	0.0



Board Report

File #: 2021-0621, **File Type:** Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: LOS ANGELES UNION STATION STRATEGIC ADVISOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

ISSUE

The Los Angeles Union Station (LAUS) continues to be a central element in Metro's expanding system and remains critical to numerous planned transit projects such as Link Union Station (Link US) and the West Santa Ana Branch Transit Corridor (WSAB). Individually and combined, these projects can shape, influence, and impact Metro's ability to leverage LAUS as a station that is interconnected and holistically designed, as well as the timing and success of future commercial development. The LAUS Strategic Advisor (Strategic Advisor) will support Metro in exploring and defining a series of recommendations that will guide Metro's efforts focused on transforming LAUS into a world-class transportation facility.

BACKGROUND

Metro acquired LAUS in 2011 and shortly thereafter initiated a master planning process. The Union Station Master Plan (Master Plan) was defined by three programmatic goals (improved connectivity, transit optimization, and creating a great destination) that continue to guide the LAUS work program to-date.

The Master Plan included a series of near- and long-term capital improvements including perimeter improvements, a new consolidated passenger concourse, relocation of the Patsaouras Bus Plaza, and a 3.25M square foot commercial development program. Since completion of the Master Plan in 2014, Metro's approach to LAUS redevelopment has been defined by the following actions:

- **2015:** The Metro Board approved accommodating for California High Speed Rail (CAHSR) at the LAUS as part of the Link US Project.

- **2016:** Staff updated the Board on revised approach for Union Station redevelopment which included combining the expanded passenger concourse with the Link US project, deferring the relocation of the Patsaouras Bus Plaza as it was no longer a near-or mid-term priority, and advancing a series of perimeter improvements on the east (Chavez Bus Stop Improvements Project) and west side of the station (LAUS Forecourt and Esplanade Improvements Project).
- **2017:** Board approved the WSAB Project Definition for Environmental Scoping including four Northern Alignment Options, two of which included LAUS options.
- **2018:** Board approved the Los Angeles Union Station Forecourt and Esplanade Improvements Final Environmental Impact Report
- **2018:** Staff held a Commercial Development Industry Forum to engage the development community on interest for commercial development at LAUS.
- **2018:** Unsolicited Proposal received for privately-led Los Angeles Area Rapid Transit (LA ART).
- **2019:** Los Angeles River Path, which will include on-street connections to LAUS, released the Notice of Preparation followed by Scoping Meetings.
- **2019:** Metro executed a Memorandum of Understanding with LA ART for Metro to be the Lead Agency under the California Environmental Quality Act (CEQA).
- **2019:** Link US (including the bicycle/pedestrian bridge over US-101) Final Environmental Impact Report (FEIR) approved by Metro Board.
- **2020:** Construction completed for the Union Station Patsaouras Bus Plaza and the Chavez Bus Stop Improvement Project.

The projects described above are complex, have varying levels of interface with one another, and are in different phases of their respective planning and/or implementation processes. The magnitude of these investments and the potential for improved mobility that they represent are a tremendous opportunity for the future of LAUS. A coordinated and holistic approach centered around the programmatic goals of transit optimization, connectivity, and creating a destination is necessary to avoid a disjointed station that is piecemealed over time.

LAUS is the most transit rich place in Southern California and Metro has the unique opportunity to establish a precedent-setting, best practice for transit station redevelopment. To do this effectively, Metro must coalesce the various active projects through an integrated program that is centered on a coordinated approach and shared vision for LAUS.

DISCUSSION

LAUS Strategic Advisor

The Strategic Advisor contract is structured to include a two-year base contract with three, one-year options for as-needed advisory services to be exercised at Metro's discretion. The base contract includes internal and external stakeholder engagement and the preparation of six technical memos related to the topic areas described below.

1. **Transit Infrastructure Projects:** Assessment of how the various active transit infrastructure projects can shape future development, financing opportunities, and timing considerations for future commercial development.
2. **Customer Experience:** Guidance on best practices and emerging technologies related to passenger experience, considerations around the unique requirements of a large multimodal transportation facility, and amenities that support transit riders.
3. **Timing for Commercial Development:** Guidance on the timing for commercial development given market conditions, timing of major transit projects, and protecting Metro's financial interest.
4. **Combining Infrastructure and Commercial Development:** Financial and feasibility assessment of combining future commercial development with transit infrastructure delivery.
5. **Operational Models and Financial Analysis to Meet Development Requirements:** Recommendations related to the financial and organizational requirements needed to manage the station with full development build out, exploring value capture opportunities to fund LAUS improvements, and exploring advertising and corporate sponsorship opportunities.
6. **Additional Considerations:** Considerations related to messaging and other relevant matters such as approach to people experiencing homelessness and historic resource considerations including, but not limited to, coordination with the 1871 Memorial Steering Committee.

The proposed team is comprised of staff from Morgner and six (6) subcontractors, of which, four (4) are Metro certified SBEs and one is DBE certified.

DETERMINATION OF SAFETY IMPACT

The Strategic Advisor work will result in a series of recommendations that will support Metro's efforts in coordinating the various active transit projects and exploring the timing for future commercial development. Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Impact to Budget

The adopted Fiscal Year (FY) 2022 Budget includes \$400,000 in Cost Center 4530 (Transit Oriented Communities), Project 405557 (Union Station Master Plan). The funding source for this project is General Fund, which is eligible for bus & rail operations and capital project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

EQUITY PLATFORM

The LAUS Strategic Advisor solicitation will result in a series of comprehensive and strategic recommendations for Metro to pursue around transit infrastructure, customer experience and future commercial development. The Strategic Advisor work will be informed by stakeholder engagement and equity centered data to ensure that the study embeds equity through the process and within the

final recommendations that come out of this work.

A couple of equity considerations that must be considered as this study progresses include how future commercial development could create/augment gentrification and displacement pressures for surrounding communities that are largely low-income communities of color and the importance of coordinating future construction efforts to minimize negative impacts for adjacent communities that also include small businesses/ legacy businesses. Staff will take the above considerations into account as the study proceeds and will ensure that stakeholder engagement touches on these points and that the input informs the future recommendations.

The benefits of this decision isto establish a coordinated and holistic approach to planning for the future of the station that integrates land use planning, community development, equity and massive transit infrastructure investments (including active transportation). The goal is to benefit transit riders and to ensure that as this transformation occurs, it supports adjacent communities and does not create or exacerbate historic harms or create new gentrification/displacement pressures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Strategic Advisor effort aligns with the following Strategic Plan Goals:

- **Strategic Plan Goal #1:** Provide high-quality mobility options that enable people to spend less time traveling by planning for an integrated LAUS that puts customer experience and integrated mobility options at the forefront.
- **Strategic Plan Goal #2:** Deliver outstanding trip experiences for all users of the transportation system by creating an accessible environment and great destination at LAUS.
- **Strategic Plan Goal #3:** Enhance communities and lives through mobility and access to opportunity by realizing an integrated transit station and commercial development program that incorporates stakeholder input with the goal of enhancing the communities surrounding LAUS.

ALTERNATIVES CONSIDERED

The Board could choose to not award the Strategic Advisor Contract. Staff does not recommend this approach. As previously noted, several projects are actively moving forward and making decisions that will directly impact the future of the station. The Strategic Advisor will equip staff with the necessary expertise and resources to coordinate and coalesce the various active projects, respond to the topic area inquiries, and chart a course for the future of the station.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS76262000 with Morgner Construction Management and initiate the work.

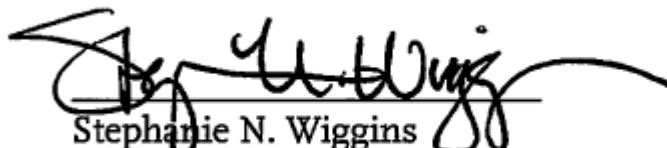
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Elizabeth Carvajal, Senior Director, Transit Oriented Communities, (213) 922-3084
Nick Saponara, EO, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, SEO, Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LOS ANGELES UNION STATION STRATEGIC ADVISOR/PS76262000

1.	Contract Number: PS76262000	
2.	Recommended Vendor: Morgner Construction Management	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 19, 2021	
	B. Advertised/Publicized: May 19, 2021	
	C. Pre-Proposal Conference: June 2, 2021	
	D. Proposals Due: July 21, 2021	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: July 27, 2021	
	G. Protest Period End Date: January 25, 2022	
5.	Solicitations Picked up/Downloaded: 127	Bids/Proposals Received: 9
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Elizabeth Carvajal	Telephone Number: (213) 922-3084

A. Procurement Background

This Board Action is to approve Contract No. PS76262000 for the Los Angeles Union Station (LAUS) Strategic Advisor to support Metro in its efforts to holistically plan and implement the future development at Union Station. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 9, 2021, revised the scope of services to increase the meetings with technical advisory teams from 15 to up to 25 and extended the due date to July 21, 2021;
- Amendment No. 2, issued on June 24, 2021, updated the scope of services, topic area for additional considerations for homelessness impact to the future station;
- Amendment No. 3, issued on July 8, 2021, updated the contract administrator assigned;
- Amendment No. 4, issued on July 14, 2021, corrected the scope of services, project management task, to require a project management plan (PMP).

A virtual pre-proposal conference was held on June 2, 2021 and was attended by 38 participants representing 34 companies. There were 44 questions asked and responses were released prior to the proposal due date.

A total of 127 firms downloaded the RFP and were included in the plan holders list. A total of nine proposals were received on July 21, 2021 from the following firms listed in alphabetical order:

1. Alex L.P. San Andres
2. BAE Urban Economics
3. CR Associates
4. Estolano Advisors
5. GHT Capital LLC
6. Morgner Construction Management
7. Sperry Capital, Inc.
8. SXM Strategies, LLC
9. Urban Field Studio, LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development and Program Management/Regional Rail were convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Proposer's Qualifications 40%
- Approach to the Work 40%
- Cost Proposal 20%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar advisor services procurements. Several factors were considered when developing these weights, giving the greatest importance to proposer's qualifications and approach to the work.

During the period of July 27, 2021 to September 2, 2021, the PET independently evaluated and scored the technical proposals. Of the nine proposals received, five firms were determined to be within the competitive range. They are listed below in alphabetical order:

1. BAE Urban Economics (BAE)
2. GHT Capital (GHT)
3. Morgner Construction Management (Morgner)
4. Sperry Capital (Sperry)
5. SXM Strategies, LLC (SXM)

Four firms were determined to be outside the competitive range and were excluded from further consideration as their proposals did not clearly address the relevant experience, approach to the work, and schedules in the manner prescribed by the solicitation.

On September 28, 2021, all firms within the competitive range were invited for oral presentations which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentations, the PET submitted finalized technical scores based on both the written proposals and input received during oral presentations. On October 6, 2021, the PET determined Morgner to be the highest ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

Morgner Construction Management

Morgner provides professional advisory and technical services to assist in the planning, design, and construction of major multimodal transportation projects from highways to airports and ports.

Morgner demonstrated experience in dealing with complex projects, similar in nature to the tasks on this project's scope of services. Morgner also had a strategy around communication and buy-in and provided useful perspective on transit design.

Morgner's proposal provided a detailed schedule that clearly outlined the task sequencing and broke down key inputs for analysis. The proposal also clearly showed how the work will be allocated to staff and demonstrated how the work would be distributed amongst the most appropriate and qualified staff for the task.

BAE Urban Economics

BAE is an urban economics and public-benefit real estate development consulting practice. Since 1986, the company has completed more than 2,500 assignments for clients including public agencies, non-profit organizations, and private developers throughout the US.

BAE demonstrated experience working on similar projects in other major metropolitan cities such as New York Penn Station, Los Angeles World Airports, and the London Bridge Station. BAE also demonstrated understanding of the tasks required and provided a reasonable and clear schedule.

BAE assembled a team with direct experience in the core competency areas required for this project. However, BAE's project manager did not demonstrate relevant experience in transit or station projects and there was no clear lead/expert on marketing and security areas identified in their proposal.

SXM Strategies LLC

SXM provides strategic and financial advice to leaders of government, non-profit, development, and investment organizations for the development of public infrastructure.

SXM demonstrated relevant experience on stations both large and small. The company also assembled a well-qualified team of key personnel with experience on comparable projects. However, the proposer did not clearly highlight how the individual key personnel members would work together cohesively and cooperatively.

The company's approach did not comprehensively address the variety of stakeholders that would need to be engaged during the project or clearly demonstrated understanding of the approach to the work.

Sperry Capital

Sperry is an infrastructure and project finance advisory firm and has been the advisor on capital projects totaling over \$200 billion since 2000.

Sperry's proposal demonstrated experience working on complex major transit stations across Los Angeles County of comparable scale as LA Union Station. The firm demonstrated understanding of the financial aspect of the work but lacked clarity on the security and messaging aspects.

Sperry's proposed project manager possesses very extensive experience with focus on transit infrastructure, P3s and infrastructure development.

GHT Capital

GHT is a public sector consulting firm that delivers complex infrastructure and commercial projects through alternative financing and contracting mechanisms.

GHT's proposal demonstrated relevant experience working on transit projects and understanding of the work required. Their proposed timeline for the work was clear, reasonable, and included a one-month acceleration on the project.

In general, GHT's key personnel demonstrated the required level of experience, however, GHT did not include resumes for the operation key personnel. Additionally, GHT's proposal did not clearly demonstrate an understanding of transit infrastructure projects.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Morgner Construction Management				
3	Proposer's Qualifications	79.38	40.00%	31.75	
4	Approach to the Work	81.05	40.00%	32.42	
5	Cost Proposal	86.45	20.00%	17.29	
6	Total		100.00%	81.46	1
7	BAE Urban Economics				
8	Proposer's Qualifications	73.95	40.00%	29.58	
9	Approach to the Work	73.33	40.00%	29.33	
10	Cost Proposal	100.00	20.00%	20.00	
11	Total		100.00%	78.91	2
12	SXM Strategies, LLC				
13	Proposer's Qualifications	75.20	40.00%	30.08	
14	Approach to the Work	69.18	40.00%	27.67	
15	Cost Proposal	94.15	20.00%	18.83	
16	Total		100.00%	76.58	3
17	Sperry Capital				
18	Proposer's Qualifications	85.43	40.00%	34.17	
19	Approach to the Work	80.83	40.00%	32.33	
20	Cost Proposal	47.55	20.00%	9.51	
21	Total		100.00%	76.01	4
22	GHT Capital				
23	Proposer's Qualifications	70.83	40.00%	28.33	
24	Approach to the Work	76.25	40.00%	30.50	
25	Cost Proposal	83.85	20.00%	16.77	
26	Total		100.00	75.60	5

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, cost analysis and negotiations. Staff successfully negotiated a savings of \$64,302.98.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Morgner Construction Management	\$1,012,897.25	\$655,525.00	\$948,594.27
2.	BAE Urban Economics	\$875,451.41		
3.	SXM Strategies	\$929,625.72		
4.	Sperry Capital	\$1,840,726.96		
5.	GHT Capital	\$1,043,989.56		

The variance between the final negotiated price and the ICE is an inadvertent underestimation of the labor hours required for the review of existing LAUS historical materials. Due to the need to thoroughly review, understand and properly consider the complex nature and history of the site and given that it is the subject of multiple ongoing projects, the added level of effort included in the proposal was determined to be reasonable and will be to Metro's benefit.

D. Background on Recommended Contractor

The recommended firm, Morgner Construction Management, has over 30 years of experience and is headquartered in Los Angeles, CA. Morgner is a Metro certified SBE/DBE firm with experience in professional advisory, planning, design and construction of major multimodal transportation projects.

The proposed team is comprised of staff from Morgner and six (6) subcontractors, of which four (4) are Metro certified SBEs and one is DBE certified. The prime and subcontractors provide balanced knowledge and experience in the transit and public sector.

DEOD SUMMARY

LOS ANGELES UNION STATION STRATEGIC ADVISOR / PS76262000

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Morgner Construction Management, an SBE Prime, listed six (6) subcontractors to perform work on this contract and made a 58.53% SBE commitment. Morgner Construction Management is performing 32.11% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

SBE Prime Contractor		SBE % Committed
1.	Morgner Construction Management (Prime)	32.11%
2.	RAW International	10.47%
3.	The Maxima Group LLC	5.63%
4.	Vicus LLC	10.32%
Total Commitment		58.53%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



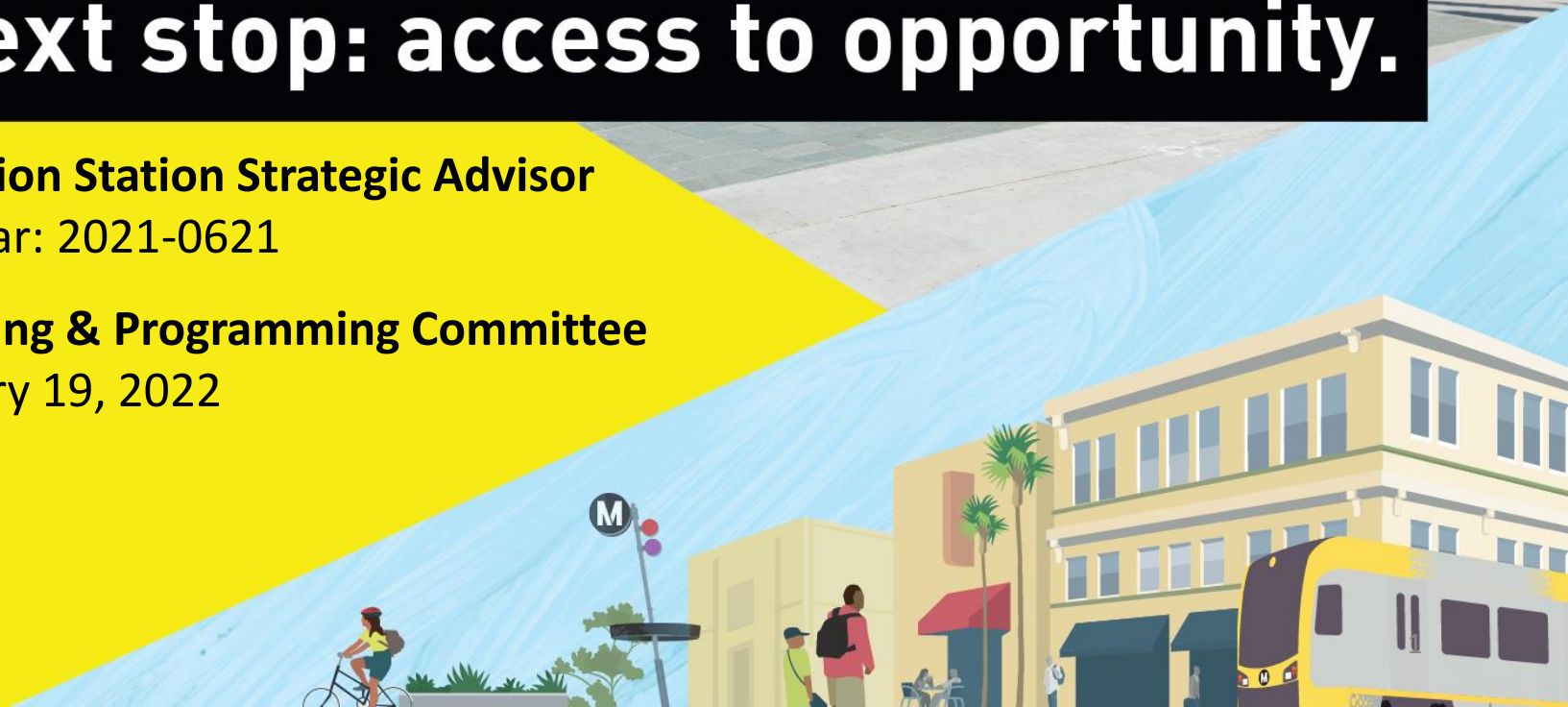
Next stop: access to opportunity.

LA Union Station Strategic Advisor

Legistar: 2021-0621

Planning & Programming Committee

January 19, 2022



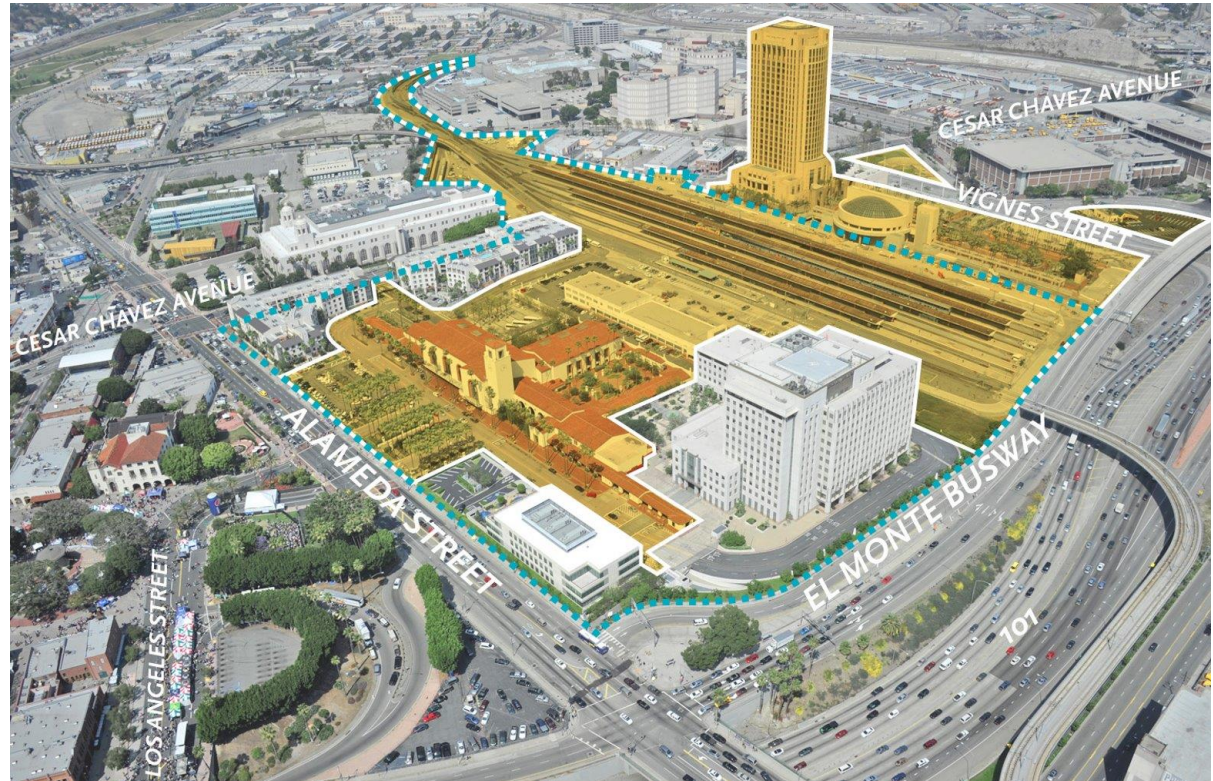
Recommendations

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

Contract

- Small Business Enterprise (SBE) Set-Aside
- Phase 1: Base Contract, two years
- Phase 2: Three, one-year options to extend (as-needed)

Los Angeles Union Station



 Metro-owned property

Scope and Purpose

Strategic Guidance around six Topic Areas*:

1. Transit Infrastructure Projects
2. Customer Experience
3. Timing for Commercial Development
4. Combining Infrastructure and Commercial Development
5. Operational Models and Financial Analysis
6. Additional Considerations (Messaging, Historic Preservation)

**Inclusive of internal/external stakeholder engagement.*

Project Team

Prime Consultant:

Morgner (SBE)

Subconsultants:

1. ARUP
2. Deloitte
3. The Maxima Group (SBE)
4. RAW International (SBE)
5. Strategic Economics
6. Vicus Planning (SBE)



Board Report

File #: 2021-0724, File Type: Project

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles Union Station (LAUS) as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. APPROVING the Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. ACCELERATING the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. IDENTIFYING interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study.

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. The Draft EIS/R is a combined document satisfying the NEPA and CEQA requirements. Board action on the selection of an LPA is needed to prepare the Final EIS/EIR to avoid schedule delays. The Measure M Ordinance identified a "FY28-30" segment, an approximately 6-mile segment for \$1 billion with the opening date of 2028 to 2030, and a "FY41-43" segment for

approximately \$3 billion (in 2015 dollars) with an opening date of 2041 to 2043. This 6-mile first segment delineation was included in the Measure M Expenditure plan presented to the Board in March 2016.

The Draft EIS/EIR project cost estimates for the alternatives, based on 15% level of design, are higher than the prior estimate in the Measure M Ordinance and Long-Range Transportation Plan. The entire project's cost from the southern terminus to downtown Los Angeles increased from \$4.0 billion to \$8.567 billion (not including Little Tokyo Station), in current dollars.

Board approval of the **LAUS as project terminus** for the 19.3-mile WSAB Project, represents the commitment of this Project as an important project to address regional mobility, equity, and environmental and economic benefits for the Gateway Cities.

With Board approval of the **Slauson/A Line to Pioneer 14.8-mile segment as the LPA**, Metro staff will proceed with completing a Final EIS/R by early 2023 for this segment, allowing for groundbreaking in 2023 and delivery of this 14.8-mile segment by **FY33-35**.

In parallel, staff will conduct the study to identify a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the **Slauson/A Line (Blue) to Union Station 4.5-mile segment**. This study will be concurrent to conducting the Final EIS/R for the Slauson/A Line to Pioneer segment. This will provide an opportunity to lower the project capital cost, make it competitive for New Starts, and reengage the community to best define a project, including station design and locations, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses. This will provide an opportunity to address several comments received from the Little Tokyo community related to the Little Tokyo station location and design. This is intended to accelerate opening the Slauson/A Line to LAUS segment sooner than the Measure M Expenditure Plan in FY41-43.

BACKGROUND

The Project is a proposed light rail transit (LRT) line along a 19-mile corridor from southeast Los Angeles County to downtown Los Angeles serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community and downtown Los Angeles. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the limited transportation systems currently available to these communities. Population and employment densities in areas around the project are five times higher than the LA County average. This rail corridor seeks to increase access to opportunities and resources for transit riders in a high-travel demand corridor that is populated by a majority minority community - with many individuals and families who live below the poverty line (44%) and many households (18%) who do not own a car. In addition, the Project is expected to provide a direct connection to the Metro C Line (Green), Metro A Line (Blue), and the LA County regional transit network.

Any project development can be broken down into five milestones - feasibility, environmental, design, construction, and post-construction. The WSAB is in the Draft EIS/R stage. In order to advance to the next major milestone, the Final EIS/R needs to be approved by the FTA. To complete the Final

EIS/R, selection of the LPA is a key step. With this approval, staff will proceed with completing the Final EIS/EIR and seeking the ROD on this first segment of the project from FTA. The Record of Decision (ROD) for a project is issued on a project with a known timeline and with local funding commitment.

The FTA published the Notice of Intent (NOI) pursuant to NEPA in the Federal Register on July 26, 2017, and Metro first issued a Notice of Preparation (NOP) pursuant to CEQA on May 25, 2017, informing the public of the intent to prepare a combined Draft EIS/EIR for the Project and notifying interested agencies and parties of public scoping meetings. The Draft EIS/EIR was released for public review on July 30, 2021, for public review and comment for 45-days which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for public to respond. A summary of the Draft EIS/EIR findings is included below, along with the staff recommendation for the LPA.

DISCUSSION

I. Alternatives Evaluated in the Draft EIS/EIR

A detailed description of each of the alternatives is provided in the Executive Summary to the Draft EIS/EIR (Attachment A). The full Draft EIS/EIR is available on the Project website at:

[<https://www.metro.net/projects/west-santa-ana/>](https://www.metro.net/projects/west-santa-ana/). In addition to a No-Build Alternative, four Build Alternatives, two design options, and two site options for a maintenance and storage facility (MSF) are evaluated in the Draft EIS/EIR (Attachment B). Table 1 includes a detailed listing of the project components for each alternative:

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station - Metropolitan Water District (MWD)
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Table 1: Summary of Build Alternatives Project Components

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4s
Alignment length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	12.2 miles at-grade; 2.6 miles aerial ¹	5.6 miles at-grade; 1.0 mile aerial ¹
Station configurations	11 2 underground; 6 at-grade; 3 aerial ³	12 3 underground; 6 at-grade; 3 aerial	9 6 at-grade; 3 aerial	4 3 at-grade; 1 aerial
Parking facilities	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	4 (up to approximately 2,180 spaces)
At-grade crossings	31	31	31	11
Elevated street crossings	25	25	15	7
Capital cost (2020\$) with MSF ^{4, 5, 6}	\$8.5 billion – \$8.8 billion	\$9.2 billion – \$9.5 billion	\$4.9 billion – \$5.1 billion	\$2.3 billion – \$2.6 billion
Annual O&M cost ⁴ (2020\$)	\$87 million	\$101 million	\$67 million	\$41 million

Source: Prepared on behalf of Metro in 2021

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

³ Under Design Option 2 - Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1.

⁴ 2020\$ refers to dollar values assumed in Fiscal Year 2020.

⁵ Costs range from the low end (with the Bellflower MSF site option) to the high end (with the Paramount MSF site option).

⁶ The capital cost estimates will be further refined as the project advances through the project development process and more detailed engineering is undertaken.

MSF = maintenance and storage facility; O&M = operation and maintenance; TPSS = traction power substation

The Paramount MSF site option is a 22-acre rectangular site located in the City of Paramount. The MSF site currently includes the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking and industrial properties. Vehicular access to the proposed site is currently provided from All American City Way. At full capacity, the MSF would be designed to store up to 80 light rail vehicles (LRVs) and provide over 200 parking spaces for MSF staff and required lead tracks, resulting in additional property and traffic impacts.

The Bellflower MSF site option is a 21-acre site located in the City of Bellflower. The city-owned site is currently developed with a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX). Vehicular access to the proposed site is currently provided from Somerset Boulevard. At full capacity, the MSF site option would be designed to store up to 80 LRVs and provide over 200 parking spaces. The MSF site is adjacent to the project alignment, and tracks

would be constructed within the Metro-owned Pacific Electric Right-of-Way (PEROW). Table 2 shows a comparison of the Paramount and Bellflower MSF options:

Table 2: MSF Site Option Comparison

Considerations	MSF Site Options	
	Paramount MSF Site	Bellflower MSF Site
MSF site size	22 acres	21 acres
LRV capacity	Up to 80 LRVs	Up to 80 LRVs
Capital cost	\$681 million	\$458 million
Number of acquisitions needed (excluding lead track)	4 parcels	2 parcels
Number of displaced businesses	5 existing businesses	2 existing businesses
Acquisitions of residential property (including lead track)	Yes (8 additional parcels)	No

Source: Metro 2021x

Note: LRV = light rail vehicles; MSF = maintenance and storage facility

The updated project cost for the alternatives in downtown are in the range of \$470 to \$490 million a mile (Table 3), significantly higher than the southern segment since the downtown segment (approx. 4 miles) is primarily underground making it more expensive as compared to a primarily at-grade alignment with aerial grade separations in the south.

Table 3: Updated Project Cost for the Alternatives (in current dollars)

	Bellflower MSF	Paramount MSF	Cost/mile
Alt 1: Union Station to Pioneer (including Little Tokyo Station) (19.3 miles)	\$9.1 B	\$9.3 B	\$470-480 M/mile
Alt 2: 7 th St/Metro Center to Pioneer (19.3 miles)	\$9.3 B	\$9.5 B	\$480-490 M/mile
Alt 3: Slauson/A Line to Pioneer (14.8 miles)	\$4.9 B	\$5.1 B	\$330-345 M/mile
Alt 4: I-105/C Line to Pioneer (6.6 miles)	\$2.3 B	\$2.6 B	\$350-390 M/mile

II. Public Outreach

The Draft EIS/EIR was released for public review and comment for 45-days which was then extended to a 60-day public review period through September 28, 2021 to provide additional time for public to respond. Noticing of its release was done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR as well as to provide information on the Public Hearings and comment methods. Public notification was made through direct mail (approximately 60,000 stakeholders), door-to-door drop-offs (approximately 50,000 properties), legal notices, social media posts and ads, E-blasts, SMS text messages (over 450 numbers), press releases, notices on the project website, information booths at local events, pop

-up at Metro rail stations, and other methods. The Notice of Availability was distributed to 261 agencies via USB drives which included an electronic copy of the Draft environmental document.

During the 60-day public review period, Metro hosted four Virtual Public Hearings, four Virtual Community Information Sessions and over 19 pop-up booths for in-person engagement at locations throughout the Project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 452 formal comments were received during the public review period. Comments were received via various methods, including oral comments at the Public Hearings, online submissions, project email submissions and in-person at the pop-up events. A majority of the comments (199) were submitted via the online SmartComment Form. Comments were also received from approximately 20 public agencies, four elected officials, 13 businesses, and 16 Community Based Organizations (CBOs). Table 4 below depicts the numbers of formal comments received and the sources of comment submission.

Table 4: Formal Comments on the Draft EIS/EIR

Formal Comment Count on the Draft EIS/EIR	
SOURCE	QTY
Virtual Public Hearings (oral)	53
SmartComment Form	199
Project Email	159
Pop Up Events	10
Post Mail	31
TOTAL OFFICIAL COMMENT SUBMISSIONS	452
Helpline Inquiries (unofficial)	29

Approximately 193 submissions received expressed a preference between alternatives. Of these submissions, 45% supported Alternative 1: Union Station; 30% supported Alternative 2: 7th Street/Metro Center; and 28% were in favor of either alternative to achieve a connection to downtown. Of the 33 submissions from agencies, cities and other stakeholders that expressed a preference between alternatives, approximately 67% supported Alternative 1. Fourteen (14) of the submissions opposed to Alternative 1 are related to Little Tokyo. One of the submissions opposed to Alternative 1 attached a survey of residents of the Savoy and Mura buildings. When asked about Alternative 1, 102 participants indicated that they were strongly opposed. Thirty-six (36) participants provided additional comments within the survey expressing opposition to Alternative 1 and/or Design Option 2. Some of these survey participants also may have submitted comments through the public comment website. When asked about Alternatives 2, 3, and 4, collectively, 92 participants expressed support.

III. LPA Selection

Metro released a Draft EIS/EIR for the WSAB Project in July 2021. The Draft EIS/EIR included cost estimates for the alternatives based on 15% level of design that are higher than the prior estimate in the Measure M Ordinance and Long-Range Transportation Plan. The entire project's cost from the southern terminus to downtown Los Angeles increased from \$4.0 billion to \$8.567 billion. Because of the increase in cost, there is a significant funding gap.

Staff Recommendation A requests the **Los Angeles Union Station (LAUS)** as the terminus for the 19.3-mile WSAB Transit Corridor.

As outlined in the WSAB Funding Plan (received and filed by the Board on December 2, 2021), the proposed funding strategy would address the financial shortfall with a more aggressive federal New Starts grant strategy. The funding plan includes approximately \$3.15 billion of additional New Starts for the first Slauson/A Line to Pioneer segment of the project (segment 1) and \$850 million more in state funds to complete this first segment. The estimated construction schedule delivers the Project by **FY33-35** in advance of the Measure M Ordinance that delineates delivery of the Pioneer to C (Green) Line/I-105 by FY 28-31 but includes delivery of C (Green) Line/I-105 to Downtown Segment by FY 41-43.

Therefore, it is recommended that **Slauson/A Line (Blue) to Pioneer Station segment** be selected as the LPA with the Maintenance and Storage Facility located in the City of Bellflower. This is consistent with FTA's preference to issue a Record of Decision (ROD) for a project **with a known timeline and with local funding commitment**. To environmentally clear the Project to Slauson/A Line at this time would allow the Project to complete the ROD within the Measure M Expenditure Plan timeline. With this approval, staff will proceed with completing the Final EIS/EIR and seeking the ROD on this first segment of the project. This timely ROD fits within the 2-year New Starts/ Project Development window and will help start construction on the project sooner for this first segment. This proposed Board action allows for completion of the project from Slauson/A Line (Blue) to Pioneer Station, a much larger initial segment of 14.8-miles compared to a 6-mile segment, by FY33-35, in advance of the Measure M Ordinance FY41 date schedule for the second segment.

To ensure the Metro Board and Measure M commitment to connect the Project to downtown Los Angeles, staff is seeking Metro Board's approval on **selecting LAUS as the project terminus**.

The underground portion from Slauson to LAUS segment is currently estimated to cost \$4.2 billion alone (in current dollars) including the Little Tokyo Station. This segment of 4.5 miles represents 23% of the total 19.3 miles but is 46% of the total cost.

To help deliver the Slauson/A Line to LAUS segment sooner than the Measure M Expenditure Plan in FY41-43, staff is seeking approval from the Metro Board to conduct additional study to identify a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment, concurrent to conducting the Final EIS/R for the first segment. This will provide an opportunity to lower the project capital cost, make it competitive for New Starts, and reengage the community to best define a project, including station design and locations, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses and especially, address comments received from the Little Tokyo community related to the Little Tokyo station location and design. After completion of this study, staff will prepare a separate environmental document for the Slauson/A Line (Blue) to Union Station segment, to get the project ready for construction, and to seek additional funding sources and open it prior to the Measure M opening date in FY41-43. Staff will work on addressing interim bus connections from the Slauson/A Line to LAUS as part of the downtown study.

Also, in developing a funding strategy for this segment, staff proposes to work with the Board to identify and seek new funding sources, such as pension fund investments, explore trade-offs such as utilizing highway funds, continue exploring the feasibility and potential benefits of public private partnerships, including a project development agreement for Slauson/A Line to LAUS segment, and other ways to align available funding with Metro's priorities.

Based on major considerations for an MSF site that include potential environmental impacts, stakeholder support and cost, staff is recommending the Bellflower MSF site. Overall, the Bellflower MSF site would require fewer acquisitions, displace fewer businesses, and have lower capital cost (approximately \$458 million) compared to the Paramount MSF site (approximately \$681 million). Therefore, the **Bellflower MSF site option** is the preferred site. Staff will continue to work with City of Bellflower staff to accommodate a future city open space on the parcel where the MSF would be located, with this future open space to be designed, environmentally cleared, and maintained by the City.

Staff will be hosting a series of briefings for key board staff and board members, Gateway COG Transportation Committee, Eco-Rapid Transit JPA Board, WSAB City Managers Technical Advisory Committee (TAC), and Gateway Cities City Managers Steering Committee to provide an update on the LPA Board action. In addition, staff will host a briefing(s) for state and federal elected officials.

Staff in coordination with project corridor cities will be live-streaming the board meeting at key locations along the project corridor to enable the public to visit an in-person location that is most convenient to provide comments. A few key locations include:

- **Artesia:** Albert O. Little Community Center (18750 Clarkdale Ave, Artesia, CA 90701)
- **Cerritos:** Cerritos Center for the Performing Arts (18000 Park Plaza Dr Cerritos, CA 90703)
- **South Gate:** City Hall, Council Chambers (8650 California Ave, South Gate, CA 90280)
- **Huntington Park:** City Hall (6550 Miles Av, Huntington Park, CA 90255)
- **Downtown LA:** Para Los Ninos Charter Elementary School (1617 E. 7th St, Los Angeles, CA 90021)
- **Downtown LA:** Japanese American National Museum (100 Central Ave, Los Angeles, CA 90012)

DETERMINATION OF SAFETY IMPACT

Approval of the Draft EIS/EIR and selection of an LPA will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY21-22 budget contains \$4,487,319 in Cost Center 4370 (Mobility Corridors), Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this project is in the Measures R and M Expenditure Plans. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

EQUITY ASSESSMENT

This Project will benefit communities with the addition of a new high quality, reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. The WSAB Transit Corridor is comprised largely by Environmental Justice (EJ) communities and Equity Focus Communities (EFC). In 2017 (the first year of environmental analysis), people of color comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 47 percent of Study Area residents live below the poverty level, which is higher than the county average of 33 percent. Attachments C and D depict the minority and low-income populations along the WSAB Corridor. Within the Study Area, approximately 19 percent of households do not have access to their own car compared to approximately 9 percent of households in LA County as a whole. This indicates that a significant number of households in the Study Area depend on transit as their primary mode of transportation.

Metro is pursuing TOC Corridor Baseline Assessments to support corridor communities in identifying strategies to equitably leverage the positive benefits on the transit investment while also preparing for potential unintended consequences around issues like gentrification and displacement. Other efforts to support corridor communities include the TOC Grant Writing Assistance Program that supports cities in securing grants around affordable housing and community stabilization and the TOC Technical Assistance Program that supports cities around Affordable Housing and Community Stabilization. As part of a related effort, Metro conducted the WSAB Transit Oriented Development Strategic Implementation Plan (TODSIP) (May 2019) to help cities along the corridor conduct planning studies in preparation of the proposed project.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, limited English proficiency populations, and persons with disabilities. For example, trilingual (English/Spanish/Japanese) meeting notices, and multilingual project fact sheets, eblasts, and newspaper advertisements were developed. As well, information booths and pop-up tables were also staffed by multilingual staff at local community events, popular destinations, and back-to-school-night events along the project corridor. Staff remains committed to continued extensive engagement and outreach efforts with corridor communities during the development of the Final EIS/EIR. Metro staff will also reengage corridor communities during any additional environmental study to deliver the downtown segment sooner, as directed by the Board. Special outreach efforts will continue to be made to reach out to people of color, low income, limited English proficiency populations, and persons with disabilities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board could decide to not select an LPA at this time. This is not recommended as it would result in further delays to the Project, making it difficult to meet the Measure M Expenditure Plan schedule. Alternately, the Board could decide to make additional alignment changes or request to add stations or grade-separations or select another Alternative as the Project's LPA. All these will result in project schedule delays, as it will require redesign, revaluation of environmental analysis which has the potential to delay the Final EIS/R completion. Depending on the environmental impacts associated with these new elements a recirculation of the document might be required, therefore, further delaying the Final EIS/R completion. In addition, these new project elements will increase project cost. However, this is not recommended as the Draft EIS/EIR identified Slauson/A Line to Pioneer Station as the preferred alternative in consideration of the benefits, costs, environmental impacts, and financial capacity.

NEXT STEPS

After selection of an LPA, staff will update its request to FTA to enter into project development and initiate work on the Project's Final EIS/EIR. Staff anticipates returning to the Board in March 2022 for Contract Modification for the Final EIS/R and the downtown study. In the meantime, work staff will continue coordination with key agencies and stakeholders to get further clarifications on the Draft EIS/R comments [and funding advocacy](#). Staff anticipates Metro Board Certification of the EIR, along with consideration of project delivery method (P3 or other method) in Fall of 2022, and then approaching the FTA to obtain a Record of Decision (ROD) in spring 2023.

ATTACHMENTS

Attachment A - WSAB Draft EIS/EIR Executive Summary

Attachment B - WSAB Build Alternatives Map

Attachment C - Percent Minority Population

Attachment D - Percent Low-income Population

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West Santa Ana Branch Transit Corridor

Draft EIS/EIR: Executive Summary



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR: Executive Summary

July 2021

Draft Environmental Impact Statement/ Environmental Impact Report

LEAD AGENCIES: Federal Transit Administration of the U.S. Department of Transportation; Los Angeles County Metropolitan Transportation Authority

State Clearinghouse No.: 2017061007

TITLE OF PROPOSED ACTION: West Santa Ana Branch Transit Corridor Project

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
LPA	Locally Preferred Alternative
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
Project	West Santa Ana Branch Transit Corridor Project
SHPO	State Historic Preservation Office
UP	Union Pacific
WSAB	West Santa Ana Branch

S EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are sponsoring a transit project along the historic West Santa Ana Branch (WSAB) corridor within Los Angeles County, known as the WSAB Transit Corridor Project (Project).

S.1 Project Purpose and Need

S.1.1 Purpose of the Project

The Project's overall purpose is to provide high-quality reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor. This new transit service will increase mobility and connectivity for historically underserved and transit-dependent communities, improve travel times on local and regional transportation networks relative to not making this investment, and accommodate substantial future employment and population growth.

S.1.2 Need for the Project

Located in southeastern Los Angeles County, the Study Area is approximately 98 square miles and incorporates 20 individual cities (Figure S-1). The Study Area is currently home to 1.4 million residents and 618,500 jobs, which are projected to increase to 1.6 million residents and 746,000 jobs by 2042. Most of the Study Area is served by buses that operate primarily along a heavily congested freeway and arterial network. As the population and employment within the Study Area are predicted to grow substantially over the next 20 years, the congestion of the roadway network is expected to worsen, resulting in the further decreased reliability of transit service.

S.2 Alternatives Considered/Project Description

Metro has identified four Build Alternatives as well as a No Build Alternative that are considered and included in this Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Based on the findings for the Build Alternatives as evaluated in this Draft EIS/EIR, and in consideration of funding availability, Metro has identified Alternative 3 as the Staff Preferred Alternative.

S.2.1 No Build Alternative

The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated pursuant to the National Environmental Policy Act (NEPA). The No Build Alternative does not include the Project.



S.2.2 Build Alternatives

Four Build Alternatives, two design options, and two site options for a maintenance and storage facility (MSF) are evaluated in this Draft EIS/EIR:

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District (MWD)
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th Street/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station (Staff Preferred Alternative)
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Table S.1 summarizes the components for each Build Alternative, and Figure S-2 shows the alignments and station locations for the Build Alternatives.

Table S.1. Summary of Build Alternative Project Components

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations configurations	11 3 aerial; 6 at-grade; 2 underground ¹	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking facilities	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	4 (up to approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	12.2 miles at-grade; 2.6 miles aerial ²	5.6 miles at-grade; 1.0 mile aerial ²
At-grade crossings	31	31	31	11
Elevated street crossings	25	25	15	7
Freight crossings	10	10	9	2
Freeway crossings	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	4 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	3 (2 freeway undercrossings ³ at I-605, SR-91)

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
River crossings	3	3	3	1
Radio towers	2	2	0	0
TPSS facilities	22 ¹	23	17	7
MSF site options ⁴	2	2	2	2
Capital cost (2020\$) with MSF ⁵	\$8.5 billion – \$8.8 billion	\$9.2 billion – \$9.5 billion	\$4.9 billion – \$5.1 billion	\$2.3 billion – \$2.6 billion

Source: Prepared on behalf of Metro in 2021

Notes: ¹ Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1.

² Alignment configuration measurements count retained fill embankments as at-grade.

³ The light rail tracks crossing beneath freeway structures.

⁴ Only one maintenance and storage facility would be constructed.

⁵ Costs range from the low end (with the Bellflower MSF site option) to the high end (with the Paramount MSF site option). The cost ranges include the cost of Design Option 1. Costs for Design Option 2 are not included and may differ from Design Option 1. MSF = maintenance and storage facility; TPSS = traction power substation

The Build Alternatives would operate approximately 22 hours daily, seven days per week, from about 4:00 a.m. to 2:00 a.m.

Construction activities are anticipated to occur over the course of approximately six years, commencing in 2022 and ending in 2028. Revenue service is expected to begin in 2028.

S.3 Transportation

Chapter 3 of this Draft EIS/EIR discusses existing transportation conditions, effects, project measures, and mitigation measures (as applicable), and impacts after mitigation for operation and construction of the Project. Project measures are incorporated as part of the Project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. Mitigation measures are additional actions, not otherwise part of the Project, that are designed to avoid, minimize, or compensate for adverse or significant impacts.

A summary of impacts to the transportation system is provided in Table S.2. The analysis includes impacts to streets and intersections, freight tracks, transit, bicycle and pedestrian facilities, and parking. Table S.2 also identifies mitigation to address adverse and/or significant impacts.

Figure S-2. WSAB Transit Corridor Build Alternatives



Source: Prepared on behalf of Metro in 2020

Table S.2. Potential Transportation Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Traffic Operations	Intersections where operations deteriorate because (1) tracks are through/adjacent to existing intersections and queues from mid-block rail crossings build up when gates are down, (2) vehicular traffic associated with proposed park-and-ride facilities, and (3) roadway modifications required to accommodate the Project.	NEPA: Alternatives 1, 2, 3, and the design options would result in adverse impacts at 20 intersections during one or both peak periods. Alternative 4 would result in adverse impacts at 7 intersections during one or both peak periods.	Signalization strategies to minimize impacts of queues and intersection modifications as described in Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements.	NEPA: Alternatives 1, 2, 3, and the design options would continue to have adverse impacts at 12 intersections. Alternative 4 would not have adverse impacts after mitigation.
Transit	Each of the Build Alternatives would increase the percentage of trips within Los Angeles County that are taken on transit. This mode shift is reflected in the number of daily new transit trips taken.	NEPA: Relative to the No Build Alternative, in 2042 daily new transit trips would increase by: Alternative 1 18,375 Alternative 2 20,224 Alternative 3 9,206 Alternative 4 4,749 Design Option 1 (MWD) ¹ 19,289 Design Option 2 (Add Little Tokyo) ¹ 17,007	None required	NEPA: None
Active Transportation	The Project would cause impacts to active transportation (pedestrian and bicycle) facilities where it would remove or degrade a bike facility or sidewalk. Beneficial effects would occur where new facilities are added, or existing facilities are upgraded.	NEPA: All Build Alternatives would displace sections of the Paramount Bike Trail and Bellflower Bike Trail, which could result in an adverse effect if not realigned. Active transportation enhancements would include physical improvements (e.g., barriers and gates), channelization and signing, illumination, and other design improvements.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	NEPA: With mitigation, these existing active transportation facilities would be realigned to maintain continuity under all Build Alternatives and there would not be adverse effects after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Parking	The Project could affect the supply of on- and off- street parking, and contribute to spillover parking impacts in the vicinity of future stations. Also, parking would be removed in some areas to accommodate the tracks.	NEPA: The Build Alternatives would not result in adverse effects related to off-street parking. Alternatives 1 and 2 would result in adverse effects related to on-street parking, as the loss of parking would not accommodate the existing demand. For Alternatives 1 and 2, the combined total of dedicated parking provided and on-street parking availability would not accommodate the projected demand at the Firestone Station, and adverse effects could occur.	Mitigation Measures TRA-21 (Parking Monitoring and Community Outreach) and TRA-22 (Parking Mitigation Program [Permanent]).	NEPA: Parking patterns near future stations and in areas where existing parking is removed would change. After mitigation, adverse effects would remain for Build Alternatives 1 and 2.
California Environmental Quality Act Determination —Operation	Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	CEQA: The Build Alternatives would improve transit service, accessibility, and reliability. Active transportation networks would be modified to accommodate the Project. The Build Alternatives could preempt the future development and implementation of planned bicycle paths.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	CEQA: Significant and unavoidable impacts due to conflicts with bicycle master plans for all Build Alternatives after mitigation.
	Would the Project conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)?	CEQA: Relative to the Existing Conditions, VMT would decrease by: Alternative 1 216,100 Alternative 2 215,000 Alternative 3 71,800 Alternative 4 36,300 Design Option 1 (MWD) ¹ 236,300 Design Option 2 (Add Little Tokyo) ¹ 218,500	None required	CEQA: Beneficial effects and less than significant impact for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: For all Build Alternatives, at-grade crossings would be designed with safety measures.	Mitigation Measure SAF-1 (Encroachment Detection)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in inadequate emergency access?	CEQA: The Build Alternatives would not interfere with adopted emergency response or evacuation plans, emergency service providers, or otherwise increase the demand for emergency response services.	None required	CEQA: Less than significant for all Build Alternatives.
Construction Phase	Construction would include track and station construction at-grade through and adjacent to local streets with live traffic, underground track and station construction, overhead/aerial track and station construction, at-grade station parkway construction, and street closure/turning movement restrictions.	NEPA: For all Build Alternatives, workers and equipment accessing the construction site would increase traffic and require parking. Transportation system effects associated with aerial (columns) or underground (cut and cover) construction of rail lines could result in lane or roadway closures, which would affect vehicular traffic and transit services. Construction could also result in closure of bicycle and pedestrian facilities. Existing freight tracks would require relocation in some locations.	TRA-20 (Transportation Management Plan(s)) and TRA-23 (Loss of Parking (Construction)).	NEPA: Temporary construction-related impacts would be minimized, but adverse effects would still occur for all Build Alternatives after mitigation.
California Environmental Quality Act Determination—Construction	Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?	CEQA: Construction activities would not conflict with plans, policies, or ordinances associated with the transportation system.	TRA-20 (Transportation Management Plan(s))	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	CEQA: Construction activity would be localized to the work area and would not significantly change vehicle circulation in the Study Area as a whole.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: Construction of the Build Alternatives would require temporary modifications that would follow standard construction practices for temporary vehicle, freight, pedestrian, and bicycle handling that would minimize hazards.	TRA-20 (Transportation Management Plan(s))	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in inadequate emergency access?	CEQA: Construction activity would require temporary modification of existing transportation facilities. Coordination with emergency responders would occur to maintain emergency access and to minimize project-related delays in response times.	TRA-20 (Transportation Management Plan(s)) and COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

CEQA = California Environmental Quality Act; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; VMT = vehicle miles traveled

S.4 Affected Environment and Environmental Consequences

Chapter 4 of this Draft EIS/EIR discusses the existing conditions, environmental effects, project measures and mitigation measures (as applicable), and environmental impacts after mitigation for operation and construction of the Project. Both a NEPA finding, considering context and intensity of effect, and a California Environmental Quality Act (CEQA) determination are included. The CEQA determination included for each element of the environment identifies the CEQA significance thresholds that are applicable to that topic and provides an evaluation of the Project's effects relative to the thresholds.

Project and/or mitigation measures have been identified to address impacts. Project measures are incorporated as part of the Project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. These measures are requirements of the Project. Where relevant, the measures were included in the impact analyses. Mitigation measures are additional actions, not otherwise part of the Project, that are designed to avoid, minimize, or compensate for adverse or significant impacts. These measures are required where significant or adverse impacts have been identified based on the impact analyses.

A summary of operational environmental impacts and required mitigation measures is provided in Table S.3. Construction-phase impacts and mitigation measures are summarized in Table S.4. Growth-inducing, cumulative, and environmental justice impacts and mitigation measures are summarized in Table S.5.

Table S.3. Operational Environmental Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Land Use	Project effects could relate to land use compatibility with surrounding land uses.	<p>NEPA: The Build Alternatives would not conflict with surrounding uses, change the function of the rail ROWs as rail corridors, impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses, or physically divide an established community.</p> <p>The Build Alternatives would require the realignment of the Bellflower Bike Trail segment east of Bellflower Boulevard and the relocation of a bus stop to accommodate the Bellflower Station. The bike trail and bus stop would continue to be available for use by the community and access would not be affected.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the Project would maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail. Therefore, after mitigation no adverse effects would remain for any of the Build Alternatives.</p>
	Project effects could relate to consistency with applicable regional and local land use plans, policies, and regulations.	<p>NEPA: The Build Alternatives would be compatible with regional and local land use plans, policies, and regulations. However, all of the Build Alternatives could preempt future development and implementation of planned bike paths identified in local plans. While planned, the bike paths are unfunded and not scheduled for implementation. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), all Build Alternatives may still preempt current plans for future development and implementation of bike paths and would result in inconsistencies with local plans. The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for all of the Build Alternatives.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project physically divide an established community?	CEQA: The Build Alternatives would not introduce physical barriers or generate permanent access disruptions to existing land uses on either side of the proposed alignment, and access to the surrounding community would remain available.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	CEQA: The Build Alternatives would be consistent with applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions. However, Alternatives 1, 2, and 3 could preempt future development and implementation of planned bike paths identified for the Cities of Cudahy, Huntington Park, South Gate, and Bell. Alternative 4 could preempt future development and implementation of the planned bike path identified in the City of South Gate Bike Master Plan. While planned, the bike paths are unfunded and not scheduled for implementation. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur. There would be inadequate space to accommodate a proposed bicycle path, project tracks, and relocated freight tracks.	Mitigation Measure LU-1 (Consistency with Bike Plans)	CEQA: The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. The Build Alternatives would result in significant and unavoidable impacts after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Communities and Neighborhoods	Project effects could relate to access and mobility, community character and cohesion, and community stability.	<p>NEPA: The Build Alternatives would improve and not adversely affect access and mobility; community character and cohesion would be maintained; and increased connections among communities would support community stability.</p> <p>The Build Alternatives would result in changes to access and mobility patterns, but surrounding access to the community and community resources would remain. Changes to the existing noise, traffic, visual character, land use, and expected population growth would occur but would not affect community character and cohesion.</p>	Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements, VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”), and NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction.	NEPA: With mitigation, the Build Alternatives would not result in adverse effects.
	Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	CEQA: The Build Alternatives would not directly result in population growth within surrounding communities. Opportunities for TOD around stations is consistent with SCAG growth projections and local community plans.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation																
Acquisitions and Displacements	Acquisitions would be required to accommodate the structures and columns for the aerial segments of the alignment, TPSS sites, parking facilities, permanent underground easements to accommodate tunneling for underground alignments and underground TPSS sites, and station entrances, grade crossings and separations, freight track relocation, and other ancillary facilities.	<p>NEPA: The Build Alternatives would require full and partial acquisition of a varying number of parcels:</p> <table><tr><td>Alternative 1</td><td>220</td></tr><tr><td>Alternative 2</td><td>283</td></tr><tr><td>Alternative 3</td><td>172</td></tr><tr><td>Alternative 4</td><td>59</td></tr><tr><td>Design Option 1 (MWD)</td><td>12</td></tr><tr><td>Design Option 2 (Add Little Tokyo)</td><td>4</td></tr><tr><td>Paramount MSF site option</td><td>43</td></tr><tr><td>Bellflower MSF site option</td><td>2</td></tr></table> <p>With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect would occur.</p>	Alternative 1	220	Alternative 2	283	Alternative 3	172	Alternative 4	59	Design Option 1 (MWD)	12	Design Option 2 (Add Little Tokyo)	4	Paramount MSF site option	43	Bellflower MSF site option	2	None required	NEPA: No adverse effect for all Build Alternatives.
	Alternative 1	220																		
Alternative 2	283																			
Alternative 3	172																			
Alternative 4	59																			
Design Option 1 (MWD)	12																			
Design Option 2 (Add Little Tokyo)	4																			
Paramount MSF site option	43																			
Bellflower MSF site option	2																			
	Acquired properties would result in business displacements.	<p>NEPA: The Build Alternatives would displace a varying number of businesses:</p> <table><tr><td>Alternative 1</td><td>89</td></tr><tr><td>Alternative 2</td><td>108</td></tr><tr><td>Alternative 3</td><td>65</td></tr><tr><td>Alternative 4</td><td>18</td></tr><tr><td>Design Option 1 (MWD)</td><td>0</td></tr><tr><td>Design Option 2 (Add Little Tokyo)</td><td>1</td></tr><tr><td>Paramount MSF site option</td><td>5</td></tr><tr><td>Bellflower MSF site option</td><td>2</td></tr></table> <p>Metro would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act.</p>	Alternative 1	89	Alternative 2	108	Alternative 3	65	Alternative 4	18	Design Option 1 (MWD)	0	Design Option 2 (Add Little Tokyo)	1	Paramount MSF site option	5	Bellflower MSF site option	2	None required	NEPA: No adverse effect for all Build Alternatives.
Alternative 1	89																			
Alternative 2	108																			
Alternative 3	65																			
Alternative 4	18																			
Design Option 1 (MWD)	0																			
Design Option 2 (Add Little Tokyo)	1																			
Paramount MSF site option	5																			
Bellflower MSF site option	2																			

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Acquired properties would result in residential displacements.	NEPA: The Build Alternatives would displace a varying number of residential units: <div><div>Alternative 121</div><div>Alternative 221</div><div>Alternative 321</div><div>Alternative 48</div><div>Design Option 1 (MWD)0</div><div>Design Option 2 (Add Little Tokyo)0</div><div>Paramount MSF site option7</div><div>Bellflower MSF site option0</div></div> Metro would provide relocation assistance and compensation for all displaced residences as required under the Uniform Act and California Relocation Act.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project displace substantial numbers of existing people, housing, or business, necessitating the construction of replacement housing or replacement business elsewhere?	CEQA: Displacements would occur as shown in prior rows. This would not necessitate the construction of replacement housing or business. Metro would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Visual and Aesthetics	The Project could affect visual character and quality, scenic vistas, light, and glare.	NEPA: The Build Alternatives would introduce new visual elements to the surrounding area. The Build Alternatives would not change the natural topography of the Affected Area, and most changes would be neutral and compatible with the surrounding visual compatibility, viewer sensitivity, visual quality, and visual character. The Build Alternatives would result in adverse visual effects with the removal of the “Belle” public art cow statue and the decorative wall and landscaping at Somerset Boulevard.	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project have a substantial adverse effect on a scenic vista?	CEQA: No scenic vistas are present in the Affected Area. Therefore, no scenic vistas would be affected.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: No state scenic highways are located within the Affected Area. Therefore, no scenic resources within a state scenic highway would be affected.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	In nonurbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	CEQA: The Affected Area is urbanized. The Build Alternatives would remove the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the “Belle” public art cow statue in the City of Bellflower. These effects would conflict with the City of Paramount Municipal Code requirement to conceal views of open storage areas and the City of Bellflower’s public arts program.	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	CEQA: The Build Alternatives would not result in substantial change to existing lighting and glare.	None required	CEQA: Less than significant for all Build Alternatives.
Air Quality	The Project could affect daily air pollutant emissions in the Affected Area.	NEPA: The Build Alternatives would reduce regional air pollutant emissions through changes in regional transportation patterns due to mode shift and increased transit ridership. The Build Alternatives would not result in adverse effects related to MSAT emissions.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project conflict with or obstruct implementation of the applicable air quality plan?	CEQA: The Build Alternatives would reduce daily VMT within the Affected Area resulting in reduced emissions from vehicle exhaust and road dust.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	CEQA: The Project is listed in the region's currently conforming 2020-2045 RTP/SCS. The Build Alternatives would not result in an incremental increase in daily emissions that would exceed any applicable SCAQMD threshold.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose sensitive receptors to substantial pollutant concentrations?	CEQA: The Build Alternatives would not introduce a new land use development that would constitute a substantial direct source of air pollutant emissions to the Affected Area during operation.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	CEQA: The Build Alternatives would not generate a substantial source of operational odors.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Greenhouse Gas Emissions	The Project would reduce annual GHG emissions during operation.	NEPA: The Build Alternatives would reduce GHG emissions relative to the No Build Alternative. GHG emission reductions relative to the No Build Alternative for 2042, including amortized construction emissions (MTCO ₂ e/year). Reduction compared to No Build Alternative: Alternative 1 -34,824 (-0.061%) Alternative 2 -27,234 (-0.048%) Alternative 3 -1,681 (-0.003%) Alternative 4 -4,916 (-0.008%) Design Option 1 (MWD) ¹ -38,783 (-0.068%) Design Option 2 (Add Little Tokyo) ¹ -35,992 (-0.063%)	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	CEQA: The Build Alternatives would generate direct GHG emissions through operations at the MSF, and indirect GHG emissions would be generated through energy use; however, they would result in a net reduction in GHG over time.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?	CEQA: The Build Alternatives are consistent with the 2016-2040 RTP/SCS and relevant GHG reduction and conservation plans.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Noise and Vibration	The Project could cause noise impacts at sensitive land uses.	NEPA: Moderate and severe noise impacts from LRT pass-by, ancillary facilities, and relocated freight operation would occur at a varying number of sensitive land uses: Alternative 1 327 Alternative 2 328 Alternative 3 288 Alternative 4 164	Mitigation Measures NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction	NEPA: Mitigation would reduce the number of sensitive land uses experiencing noise impacts to: Alternative 1 225 Alternative 2 225 Alternative 3 211 Alternative 4 120 Effects would remain adverse at those locations.
	The Project could cause vibration impacts at sensitive land uses.	NEPA: Project operation could create groundborne vibration that would exceed FTA impact criteria at a varying number of sensitive land uses: Alternative 1 102 Alternative 2 101 Alternative 3 96 Alternative 4 62	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	NEPA: Mitigation would reduce the number of sensitive land uses experiencing vibration impacts to: Alternative 1 14 Alternative 2 14 Alternative 3 13 Alternative 4 11 Effects would remain adverse at those locations.
	Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	CEQA: Noise impacts would occur as identified in prior rows.	Mitigation Measures NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction	CEQA: Significant and unavoidable after mitigation for the number of receptors identified in prior rows.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	CEQA: Vibration impacts would occur as identified in prior rows.	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	CEQA: Significant and unavoidable after mitigation for the number of receptors identified in prior rows.
	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	CEQA: No public airports or private airstrips are located within 2 miles of the project area.	None required	CEQA: No impact for all Build Alternatives.
Ecosystems/ Biological Resources	The Study Area supports urban landscaping and ruderal/ ornamental vegetation. Wildlife resources are limited to those species adapted to highly urbanized environments.	NEPA: The Build Alternatives would not adversely affect any candidate, sensitive, or special status plant species or protected trees. The Build Alternatives are unlikely to affect wildlife species if present. The Build Alternatives would not impact jurisdictional water resources.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: Operation of the Project would be unlikely to affect wildlife species and, therefore, impacts would be less than significant.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: The Build Alternatives would not result in impacts to riparian habitat or other sensitive natural communities.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	CEQA: The Build Alternatives would not result in impacts to state or federally protected wetlands.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	CEQA: The Build Alternatives would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. CDFW does not identify any mapped California Essential Habitat Connectivity areas within the Affected Area, nor does it contain any Missing Linkages, as identified by the South Coast Wildlands Network.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	CEQA: The Build Alternatives would not conflict with any local policies or ordinances protecting biological resources.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	CEQA: The Build Alternatives would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Geotechnical, Subsurface, and Seismic	The Affected Area could be subject to seismic shaking and fault-induced ground rupture, liquefaction and seismically induced settlement, seismically induced inundation, expansive soils, ground settlement and collapsible soils, and naturally occurring oil and gas.	NEPA: No known active faults capable of ground rupture are mapped within the Affected Area. The Build Alternatives could subject people and structures to moderate to strong seismic ground shaking. In accordance with state and local seismic design criteria, structures would be designed and constructed to withstand the estimated seismic ground shaking and resulting ground loads and deformations.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: The Build Alternatives could subject people and structures to the effects of liquefaction or seismically induced settlement. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: For Alternatives 1 and 2, the proposed portal and underground station locations are outside of the dam inundation areas. For the at-grade elements of Alternatives 1, 2, 3, and 4, if seismically induced inundation occurred, the inundation would be short-lived and accommodated by drainage systems.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: The Build Alternatives could subject people and structures to the effects of expansive soils, which could result in damage to structures. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
		NEPA: The Build Alternatives could subject people and structures to the effects of ground settlement, which could result in damage to structures. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: Naturally occurring methane vapor and hydrogen sulfide gases could impact the operation of tunnels and stations within Alternative 1 (including Design Options 1 and 2) and Alternative 2. Naturally occurring oil and gas hazards are not anticipated to be a concern during operation of Alternatives 3 and 4.	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	NEPA: No adverse effect for Alternatives 1 and 2 after mitigation. No impact for Alternatives 3 and 4.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	CEQA: Alternatives 1 and 2 could experience impacts associated with a known earthquake fault. Alternatives 3 and 4 are not underlain by a known active fault capable of ground rupture and are not located within an Earthquake Fault Zone established by the State of California Alquist-Priolo Earthquake Fault Zoning Act. Impacts related to rupture along a known earthquake fault and co-seismic deformation would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for Alternatives 1 and 2. No impact for Alternatives 3 and 4.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	CEQA: The Build Alternatives could be exposed to strong seismic ground shaking. Impacts related to seismic shaking would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	CEQA: The Build Alternatives could be exposed to seismic-related ground failure, including liquefaction, lateral spreading, and seismically induced settlement. Impacts would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	CEQA: Natural landslides are not a hazard to the Build Alternatives.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial soil erosion or the loss of topsoil?	CEQA: The Build Alternatives are located in an urban setting, and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	CEQA: The Build Alternatives are in an area that may be prone to collapse or settlement. Impacts related to settlement or collapsible soil would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	CEQA: Clay-rich soils may exist locally within alluvial soils present in the Affected Area. The Build Alternatives could potentially subject people and structures to the effects of expansive soils, which could result in damage to structures. Impacts related to expansive soil would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	CEQA: The Build Alternatives would not expose people or structures to significant impacts involving the adequacy of soils to support septic tanks or alternative waste disposal systems.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation																
Hazards and Hazardous Materials	The Affected Area contains sites of environmental concern.	NEPA: The Build Alternatives would be near a varying number of sites with environmental concerns: <table><tr><td>Alternative 1</td><td>619</td></tr><tr><td>Alternative 2</td><td>634</td></tr><tr><td>Alternative 3</td><td>298</td></tr><tr><td>Alternative 4</td><td>79</td></tr><tr><td>Design Option 1 (MWD)¹</td><td>23</td></tr><tr><td>Design Option 2 (Add Little Tokyo)¹</td><td>1</td></tr><tr><td>Paramount MSF site option</td><td>9</td></tr><tr><td>Bellflower MSF site option</td><td>3</td></tr></table>	Alternative 1	619	Alternative 2	634	Alternative 3	298	Alternative 4	79	Design Option 1 (MWD) ¹	23	Design Option 2 (Add Little Tokyo) ¹	1	Paramount MSF site option	9	Bellflower MSF site option	3	If subsurface methane or other gases are present, installation of a passive or active venting system as described in Mitigation Measure GEO-1 (Hazardous Gas [Operations]).	NEPA: With mitigation, no adverse effects would occur for all Build Alternatives.
	Alternative 1	619																		
	Alternative 2	634																		
Alternative 3	298																			
Alternative 4	79																			
Design Option 1 (MWD) ¹	23																			
Design Option 2 (Add Little Tokyo) ¹	1																			
Paramount MSF site option	9																			
Bellflower MSF site option	3																			
	Operation of the Project could use or encounter hazardous materials.	NEPA: The Build Alternatives, independent of activities at the MSF, would not include the use of hazardous materials or wastes for maintenance and operational purposes. Operation of the MSF would not emit hazardous air emissions. Extremely hazardous substances would not be used in quantities that exceed thresholds.	None required	NEPA: No adverse effect for all Build Alternatives.																
	The Project could encounter oil and gas wells, oil fields, and hazardous subsurface gases.	NEPA: Alternatives 1 and 2 would traverse an abandoned oil field. Abandoned oil wells are in the areas of Alternatives 1, 2, and 3. Unidentified abandoned oil wells may be present. The design options would have the same effect as Alternative 1. Alternatives 3 and 4 do not pass through abandoned oil fields and methane zones.	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	NEPA: No adverse effect for all Build Alternatives after mitigation.																

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<p>CEQA: The Build Alternatives would not result in the routine transport, use, or disposal of hazardous materials or wastes. Long-term groundwater monitoring or future maintenance could encounter contaminated soil or groundwater.</p> <p>Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment. Impacts would be less than significant with the appropriate management of hazardous materials, affected groundwater, and contaminated soil during operation.</p>	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<p>CEQA: The Build Alternatives would not involve the transport, storage, use, or disposal of hazardous materials in quantities greater than needed to support standard operations, and impacts would not occur.</p> <p>Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment.</p>	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<p>CEQA: Operation of the Build Alternatives would not emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste during project operation. Operation of the MSF may use cleaners and greasers that could contain small amounts of hazardous or acutely hazardous materials, substances, or wastes during operation. Impacts would be less than significant with the appropriate management of hazardous materials.</p>	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	CEQA: The Build Alternatives would operate near or on regulatory-listed sites with hazardous material contamination. Operation of the Project would not disturb the soil, soil vapor, or groundwater.	None required	CEQA: Less than significant for all Build Alternatives.
	For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	CEQA: No airports are located within 2 miles of the Build Alternatives.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: The Build Alternatives would not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans would typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	CEQA: No wildlands are located in the vicinity of the Build Alternatives.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Water Resources	The Project would introduce new or modified features that could have direct and indirect impacts to existing rivers, including new structures over rivers and additional impervious area.	NEPA: The Build Alternatives would increase impervious area by (acres): Alternative 1 14.7 Alternative 2 14.9 Alternative 3 8.3 Alternative 4 3.4 Paramount MSF site option 1.3 Bellflower MSF site option 12.7	None required	NEPA: No adverse effect for all Build Alternatives.
	The Project would cross FEMA-established floodplains.	NEPA: Tracks and structures associated with the Build Alternatives would be built above the existing river channel walls or levees. They would not encroach along the length of the river or result in incompatible development within the floodplain.	None required	NEPA: No adverse effect for all Build Alternatives.
	The Project could affect groundwater.	NEPA: The Build Alternatives would be in a highly urbanized area; therefore, the net new impervious area would represent a negligible overall increase in total impervious area with respect to the watersheds and the corresponding groundwater recharge areas.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	CEQA: The Build Alternatives would be subject to the LA County MS4 NPDES permit and IGP. The MS4 NPDES permit requires implementation of site design, source control, and treatment control BMPs to the maximum extent practical.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	CEQA: The Build Alternatives and MSF site options would result in new impervious area, as quantified in prior rows. The increase in impervious surfaces within the Affected Area would be a negligible fraction of the 177,000-acre basin area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	CEQA: The Build Alternatives would not substantially increase the rate or amount of runoff from the project site that could cause flooding on- or off-site.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	CEQA: The Build Alternatives would not adversely affect stormwater runoff.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would impede or redirect flood flows?	CEQA: The Build Alternatives would not impede or redirect flood flows.	None required	CEQA: Less than significant for all Build Alternatives.
	In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	CEQA: The Build Alternatives would not result in significant impacts related to pollutant releases due to inundation. The Affected Area is not subject to seiche or tsunami risk.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	CEQA: The Build Alternatives would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.	None required	CEQA: Less than significant for all Build Alternatives.
Energy	Operation of the Project would require energy.	NEPA: Operational energy consumption reduction from the No Build Alternative (MMBTU/year) in 2042: Alternative 1 -626,621 (-0.08%) Alternative 2 -515,569 (-0.06%) Alternative 3 -123,011 (-0.02%) Alternative 4 -116,630 (-0.01%) Design Option 1 (MWD) ¹ -661,123 (-0.08%) Design Option 2 (Add Little Tokyo) ¹ -618,243 (-0.08%)	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	CEQA: The Build Alternatives would not result in wasteful, inefficient, or unnecessary consumption of energy resources during operation. The change in operational transportation energy consumption compared to if the Project had been operating in 2017 (MMBTU/year): Alternative 1 156,597 (0.02%) Alternative 2 -478,042 (-0.05%) Alternative 3 -147,833 (-0.02%) Alternative 4 -98,425 (0.01%) Design Option 1 (MWD) ¹ -682,705 (0.08%) Design Option 2 (Add Little Tokyo) ¹ -400,696 (0.044%)	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	CEQA: The Build Alternatives would be consistent with the applicable regional and local conservation plans.	None required	CEQA: Less than significant for all Build Alternatives.
Electromagnetic Fields	Project operation will generate electromagnetic fields.	NEPA/CEQA: EMF levels produced by LRT vehicles would be below health safety criteria. There are no facilities with EMF-sensitive equipment in the Affected Area.	None required	NEPA/CEQA: No adverse effect/No impact for all Build Alternatives.
Historic, Archaeological, and Paleontological Resources	The Project could affect historic architectural (built environment) properties.	NEPA: Operation of Alternatives 1 and 2 would require the physical alteration of historic properties; however, adverse effects would be avoided. Additionally, all Build Alternatives would alter the Century Freeway-Transitway Historic District in a manner that is not adverse. Operation of the Build Alternatives would not change the use or alter the historic characteristics of any of the extant built environment historic properties in a manner that would diminish their integrity of location, design, setting, materials, workmanship, feeling, or association.	CR-6 (Historic Design Review)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	The Project could affect archaeological resources.	NEPA: Operation of the Build Alternatives would not affect archaeological historic properties.	None required	NEPA: No effect for all Build Alternatives.
	The Project could affect paleontological resources.	NEPA: Operation of the Build Alternatives would involve minimal, if any, ground disturbance, and there would be no adverse effect to paleontological resources during operation of the Project.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	CEQA: Operation of Alternatives 1 and 2 would require the physical alteration of historical resources, which has the potential to result in significant impacts to built environment historical resources. Additionally, all Build Alternatives would alter the Century Freeway-Transitway Historic District in a manner that is less than significant.	CR-6 (Historic Design Review)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	CEQA: Operation of the Build Alternatives would result in no effect to archaeological historic properties.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	CEQA: Operation of the Build Alternatives would have no impact to human remains.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	CEQA: Operation of the Build Alternatives would have no impact to paleontological resources.	None required	CEQA: No impact for all Build Alternatives.
Tribal Cultural Resources	Native American tribes were consulted in compliance with Section 106.	NEPA: No traditional cultural properties were identified within the Area of Potential Effect.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural	CEQA: One presumed tribal cultural resource has been identified in the Affected Area for Alternative 1 and Design Option 1. Operation of Alternative 1 or Design Option 1 would have no direct or indirect impacts to the resource. No other resources have been identified.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 			

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Parklands and Community Facilities	Parklands and community facilities are located within the Affected Area of the Project.	<p>NEPA: The Build Alternatives would require a partial property acquisition of a LADWP utility right-of-way located along the northern boundary of Paramount Park and a termination of the lease for the Metro-leased parking area within Paramount Park. Off-site parking located in the San Pedro Subdivision ROW and used by Salt Lake Park would be removed/relocated.</p> <p>The Build Alternatives would require the realignment of the Bellflower Bike Trail and Paramount Bike Trail.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), all Build Alternatives would maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail. No adverse effect for all Build Alternatives after mitigation.</p>
	Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?	<p>CEQA: The Build Alternatives could preempt or obstruct future development and implementation of planned bike paths and limit access to bicycle facilities identified in adopted local plans.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>CEQA: Significant and unavoidable for all Build Alternatives.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	CEQA: The Build Alternatives could provide greater accessibility to parks and bike facilities with nearby transit stations, which could result in increased use by the local and surrounding communities; however, the increased use is not expected to severely impact the infrastructure of the bike facilities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	CEQA: The existing Paramount Bike Trail and Bellflower Bike Trail would be reconfigured to accommodate the Project, and access and connectivity would be maintained. The Build Alternatives could preempt or obstruct future development and implementation of the planned Class I bicycle path along Salt Lake Avenue (Alternatives 1, 2, and 3) and the planned Class I bicycle path north of Rayo Avenue and south of the Los Angeles River (Alternatives 1, 2, 3, and 4). While planned, the bike paths are unfunded and not scheduled for implementation. In addition, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur.	Mitigation Measure LU-1 (Consistency with Bike Plans)	CEQA: Significant and unavoidable for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Economic and Fiscal Impacts	The Project could affect employment, property values, connectivity, and local tax bases.	NEPA: The Build Alternatives could directly generate \$3.0 to \$7.6 million in additional wages and salaries by creating 113 to 282 new jobs. Overall effects on property values are anticipated to have a net benefit to the regional economy. Effects on local businesses would include lost parking and increased access by transit. Private property converted to right-of-way would decrease the local tax base; however, increasing property values and new construction would increase tax revenue. The Build Alternatives would displace businesses as identified under the heading Acquisitions and Displacements above and associated jobs, which would likely be relocated.	Mitigation Measure TRA-22 (Parking Mitigation Program [Permanent]).	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project result in substantial impacts to regional mobility and connectivity?	CEQA: The Build Alternatives would have beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and costs in the region.	None required	CEQA: Less than significant for all Build Alternatives.
Safety and Security	Transit system safety focuses on identifying, eliminating, and/or controlling safety hazards.	NEPA: The Build Alternatives would be designed to provide for the safety and security of passengers and employees. Portions of the right-of-way would be shared with freight operations, and an adverse effect could occur due to the potential for derailment and collision.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	NEPA: No adverse effect for all Build Alternatives.
	At-grade crossings would introduce the potential for collisions and potential hazards to motorist, pedestrian, and bicyclist safety.	NEPA: The Build Alternatives would comply with all applicable regulations. Traffic-control improvements and way-finding features would be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	The Project could interfere with local jurisdictions' emergency response plans or delay emergency service providers.	NEPA: Metro would coordinate with the applicable fire and police departments in addressing fire/life safety and security for the facilities within their respective jurisdictions. Metro, in coordination with local jurisdictions, would develop traffic management plans to reduce delays in response times for emergency service providers.	None required	NEPA: No adverse effect for all Build Alternatives.
	Security relates to protection of people from intentional acts that could result in injury or harm, and protection of property from deliberate acts.	NEPA: The Build Alternatives would be designed to include security features such as lighting, surveillance, CCTV, access control, and emergency call boxes to reduce the potential for crime and terrorist activity.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: The Build Alternatives would not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans would typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	CEQA: The Build Alternatives would not introduce the need for new or expanded facilities relative to emergency service providers.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: The Build Alternatives would introduce new grade crossings. The LRT operations would share ROW with freight operations and impacts would be considered significant.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	CEQA: Less than significant for all Build Alternatives.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

BMP = best management practices; CCTV= closed-circuit television; CDFW = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; EMF = electromagnetic fields; FEMA = Federal Emergency Management Agency; FTA = Federal Transit Administration; GHG = greenhouse gas; IGP = Industrial General Permit; LADWP = Los Angeles Department of Water and Power; LRT = light rail transit; MS4 = municipal separate storm sewer system; MMBTU = million British thermal units; MSAT = Mobile Source Air Toxics; MSF = maintenance and storage facility; MTCO_{2e} = metric tons of carbon dioxide equivalent; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; NPDES = National Pollutant Discharge Elimination System; ROW = right-of-way; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; TOD = transit-oriented development; TPSS = traction power substation; VMT = vehicle miles traveled.

Table S.4. Construction Environmental Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Land Use	Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, lane and active transportation detours, and air quality and noise.	NEPA: The temporary construction activities associated with the Build Alternatives would be located within the public right-of-way and/or rail ROW or on sites acquired for construction. Temporary barriers and fencing along the perimeter of construction areas and additional temporary parking for construction personnel at construction staging areas would be provided. Sensitive land uses could also experience adverse effects related to air quality and intermittent construction noise. The Build Alternatives would comply with applicable regulations to minimize these effects.	Mitigation Measures COM-1 (Construction Outreach Plan), AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), and VIB-3 through VIB-7, which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project physically divide an established community?	CEQA: Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, and lane and active transportation detours.	Mitigation Measure COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	CEQA: Construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Communities and Neighborhoods	Construction effects on community and neighborhoods could include temporary impacts to access and mobility, community character and cohesion, and community stability.	NEPA: Construction activities for the Build Alternatives would be temporary and include barriers around construction activities and staging areas that would be removed upon completion of construction. Temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions. However, based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur. Construction activities would not permanently isolate or alter the physical layout and character of the communities, and are not expected to cause residents to move out of their communities.	Mitigation Measure COM-1 (Construction Outreach Plan)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	CEQA: Construction would be temporary and would not directly or indirectly induce unplanned population growth in the area.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Acquisitions and Displacements	Construction effects would include properties that are acquired for or affected by construction activities, and the affected businesses and residents.	NEPA: Construction would require acquisition of or temporary easement from a varying number of parcels in addition to those required for operation: Alternative 1 238 Alternative 2 235 Alternative 3 191 Alternative 4 87 Design Option 1 (MWD) 5 Design Option 2 (Add Little Tokyo) 3 Paramount MSF site option 2 Bellflower MSF site option 0 With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect would occur.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?	CEQA: Acquisitions and easements would occur as identified in the prior row. These acquisitions to support construction would not result in displacements that would necessitate the construction of replacement housing or business.	None required	CEQA: Less than significant for all Build Alternatives.
Visual and Aesthetics	Temporary construction activities and staging areas would be visible and could temporarily alter visual quality.	NEPA: Construction activities in these areas could result in adverse effects related to visual quality. Construction would not affect any scenic views, but construction activities would be temporarily visible to sensitive viewers. If nighttime construction activities occur, sensitive viewers would also be highly sensitive to spillover lighting and glare that originate from construction areas.	Mitigation Measures VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan)	NEPA: No adverse effects for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have a substantial adverse effect on a scenic vista?	CEQA: No scenic vistas are within the Affected Area.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: No state scenic highways are located within the Affected Area.	None required	CEQA: No impact for all Build Alternatives.
	In nonurbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	CEQA: Construction has the potential to temporarily alter the visual character and quality of the Affected Area.	Mitigation Measures VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), and NOI-8 (Noise Control Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	CEQA: Nighttime construction work could increase nighttime light or glare in the Affected Area and temporarily affect visibility.	Mitigation Measure VA-5 (Construction Lighting)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Air Quality	Construction effects would relate to criteria pollutant and ozone precursor emissions, and a nuisance of odor and dust.	NEPA: Construction would generate air pollution emissions, including earth moving, equipment and vehicle exhaust, and asphalt paving. Haul truck emissions for Alternatives 1 and 2 would exceed SCAQMD thresholds for daily NO _x emissions.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	NEPA: Construction activities could result in a temporary adverse effect related to emissions of criteria pollutants and ozone precursors for Alternatives 1 and 2 after mitigation.
	Would the Project conflict with or obstruct implementation of the applicable air quality plan?	CEQA: Haul truck emissions for Alternatives 1 and 2 would exceed SCAQMD thresholds for daily NO _x emissions.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Significant and unavoidable for Alternatives 1 and 2 after mitigation.
	Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	CEQA: Construction of Alternatives 1 and 2 would result in a significant and unavoidable air quality impacts related to regional emissions of NO _x .	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Significant and unavoidable for Alternatives 1 and 2 after mitigation.
	Would the Project expose sensitive receptors to substantial pollutant concentrations?	CEQA: Neither regional nor localized emissions would expose sensitive receptors to substantial pollutant concentrations.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	CEQA: Construction activities would not generate a substantial source of construction odors or visible dust plumes.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Greenhouse Gas Emissions	Construction effects would relate to the generation of GHG emissions from construction activities, including equipment, worker travel, and construction methods.	NEPA: Temporary GHG emissions would be generated to construct an energy-efficient mass transit system that would reduce long-term regional GHG emissions through transportation mode shift.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	CEQA: Temporary GHG emissions would be generated to construct an energy-efficient mass transit system that would reduce long-term regional GHG emissions.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?	CEQA: Construction would not interfere with GHG reduction plans, policies, or regulations.	None required	CEQA: Less than significant for all Build Alternatives.
Noise and Vibration	Temporary construction impacts could include measurable annoyance and stress due to construction noise, as well as vibration damage and annoyance.	NEPA: Construction noise levels could exceed impact criteria. Construction noise could increase community annoyance and potentially stress and the potential for stress-related diseases at affected sensitive uses. Construction vibration could cause less than significant short-term annoyance. Vibration is unlikely to result in building damage.	Mitigation Measures NOI-8 (Noise Control Plan) and VIB-3 through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	NEPA: Adverse noise effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	CEQA: Construction would result in temporary and periodic increases in ambient noise levels that would exceed FTA criteria, and, where applicable, the standards established by the local noise ordinances	Mitigation Measure NOI-8 (Noise Control Plan)	CEQA: Significant and unavoidable for all Build Alternatives after mitigation.
	Would the Project result in generation of excessive ground-borne vibration or groundborne noise levels?	CEQA: Vibration is unlikely to result in building damage.	Mitigation Measures VIB-3 through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	CEQA: Less than significant for all Build Alternatives after mitigation.
	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	CEQA: No public airports or private airstrips are located within 2 miles of the project area.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Ecosystems/ Biological Resources	Construction could affect bats, nesting birds, jurisdictional waters, and protected trees.	<p>NEPA: The Build Alternatives could adversely impact maternal roosting bats and their young and nesting birds. Alternatives 1, 2, and 3 would cross three jurisdictional resources, whereas Alternative 4 would only cross the San Gabriel River.</p> <p>The piers and debris walls related to construction would be permanent fill impacts to jurisdictional water resources.</p> <p>An estimated 110 trees could be affected by Alternatives 1 and 2; 85 trees could be affected by Alternative 3; and 75 trees could be affected by Alternative 4.</p>	Mitigation Measures BIO-1 (Special-Status Bats), BIO-2 (Nesting Birds), BIO-3 (Jurisdictional Resources), and BIO-4 (Protected Trees)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: Impacts to roosting western mastiff bats and nesting birds may occur during project construction.	Mitigation Measures BIO-1 (Special-Status Bats) and BIO-2 (Nesting Birds)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: The Project is located in a highly developed/urban area, and no quality habitat that would support native riparian plant or wildlife species is present. Impacts to sensitive natural communities would not occur.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	CEQA: Construction would include crossings of jurisdictional waters and would require filling the following areas of jurisdictional waters (acres): Alternative 1 0.12 Alternative 2 0.12 Alternative 3 0.12 Alternative 4 0.02 The design and MSF options would not change these values.	Mitigation Measure BIO-3 (Jurisdictional Resources)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	CEQA: The Build Alternatives would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	CEQA: Protected street trees in the Cities of Los Angeles, Huntington Park, Bell, South Gate, Downey, Bellflower, and Cerritos are present within the Affected Area. Construction could require pruning or removal of street trees.	Mitigation Measure BIO-4 (Protected Trees)	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	CEQA: The Project is not located in an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	None required	CEQA: No impact for all Build Alternatives.
Geotechnical, Subsurface, and Seismic	Construction could affect naturally occurring gas and unconsolidated/saturated alluvial soils.	NEPA: Hazardous subsurface gases are present in the Affected Area of Alternatives 1 and 2. There is moderate-to-high potential to encounter naturally occurring oil and/or gas during tunneling or deep excavation for Alternatives 1 and 2. Construction of the Build Alternatives could result in an adverse effect related to unconsolidated/saturated alluvial soils, if construction would cause settlement resulting in distress to existing adjacent improvements. Construction of Alternatives 1 and 2 would include tunnel boring in alluvial soils, which may result in running or flowing ground, resulting in ground loss.	Mitigation Measure GEO-5 (Gas Monitoring [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	CEQA: Construction would not have a significant impact on the faults in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	CEQA: Construction would not have a significant impact on the seismic potential in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	CEQA: Construction would not have a significant impact on the geologic environment in the Affected Area.	None required	CEQA: less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	CEQA: Construction would not have a significant impact on the unconsolidated/saturated alluvial soils in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial soil erosion or the loss of topsoil?	CEQA: Construction would occur in an urban setting and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	CEQA: Construction would not exacerbate existing geologic conditions related to potential on- or off-site lateral spreading, subsidence, liquefaction or collapse, or seismic-related ground failure, including liquefaction.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	CEQA: Construction would not have a significant impact on the expansive potential of soils in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	CEQA: Construction would occur within highly urbanized areas served by existing municipal sewage systems.	None required	CEQA: No impact for all Build Alternatives.
Hazards and Hazardous Materials	Construction could affect known, potential, and historical concern sites; landfills; groundwater contamination; hazardous materials; oil and gas wells; and oil and gas fields.	NEPA: There are 619 known, potential, or historical environmental concern sites in the Affected Area of Alternative 1, 634 in Alternative 2, 298 in Alternative 3, and 79 in Alternative 4. LBP, asbestos/ACM, and PCBs would likely be encountered during demolition. The Build Alternatives may affect soil and/or groundwater by common railroad corridor contaminants and the relocation or disturbance of hazardous material pipelines. The disturbance of historical agricultural locations may also result in adverse effects related to pesticides, arsenic, and lead. Three abandoned oil and gas wells are known to be located within 200 feet of Alternatives 1 and 2, and one within 200 feet of Alternative 3. Oil and gas wells, fields, and hazardous subsurface gases may be present in the vicinity of Alternatives 1 and 2 underground tunnels and stations, and adverse effects could occur.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	CEQA: Hazardous materials would be managed appropriately. Ventilation of subsurface gases would require additional controls. Construction of Alternatives 1 and 2 could expose the public and the environment to subsurface gas.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	CEQA: Construction teams may use hazardous materials such as fuels, paints and coatings, solvents, and welding materials during construction. For Alternatives 1 and 2, an accidental release of hazardous subsurface gases could occur from within the tunnel areas.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	CEQA: Construction would not require emitting hazardous materials or handling of hazardous or acutely hazardous materials, substances, or wastes at greater than regulated quantities within 0.25 mile of an existing or proposed school.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	CEQA: Potential impacts from construction with regard to environmental concern sites include the potential exposure of construction workers or members of the public to chemical compounds in soils, soil gases, and groundwater. Impacts would be less than significant with the appropriate management of hazardous materials, affected groundwater, and contaminated soil during construction.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	CEQA: No airports are located within 2 miles of the Build Alternatives.	None required	CEQA: No Impact for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: Construction-related impacts on emergency response plans or emergency evacuation plans could be caused by temporary construction activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	CEQA: No wildlands are located in the vicinity of the Build Alternatives.	None required	CEQA: No Impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Water Resources	Construction activities could adversely affect hydrology and surface water quality, floodplains, and groundwater.	<p>NEPA: Construction activities could degrade water quality by increasing the risk of discharge of contaminants to surface water, and could adversely affect groundwater by dewatering or exposure to contamination.</p> <p>Alternatives 1, 2, and 3 would cross three floodplains, whereas Alternative 4 would only cross the San Gabriel River. Construction within the rivers could result in potential impacts.</p> <p>Implementation of the project design features and best practices would minimize potential impacts, and no adverse effect would occur.</p>	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	CEQA: Construction would involve ground disturbance that would expose bare soils to stormwater and could lead to erosion and sedimentation. Construction activities could result in temporary impacts to water quality. Compliance with permits would be mandatory.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	CEQA: Dewatering of the construction site, if needed, would be subject to the requirements of the Construction Dewatering Permit and other applicable permits.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	CEQA: Construction may temporarily increase the impervious area within the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would impede or redirect flood flows?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
	In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	CEQA: Construction activities would not release pollutants due to project inundation. Construction would be located more than 20 miles from the ocean and, therefore, would not be within areas potentially affected by seiches or tsunamis.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	CEQA: Construction may temporarily increase the impervious area around the Project. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
Energy	Construction effects relate to energy consumption associated with construction activities.	NEPA: Construction would consume energy varying by alternative (MMBTU/year): Alternative 1 1,472,110 Alternative 2 1,501,546 Alternative 3 1,045,014 Alternative 4 862,469 Design Option 1 (MWD) ¹ 1,503,815 Design Option 2 (Add Little Tokyo) ¹ 1,508,077	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	CEQA: Construction would not require new or expanded sources of energy or infrastructure to meet energy demands and would not result in the wasteful or inefficient use of energy.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	CEQA: Construction would comply with state and local plans for energy efficiency in construction activities.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	CEQA: Construction would not require new or relocated distribution infrastructure such as transmission lines from power facilities and transformers.	None required	CEQA: Less than significant for all Build Alternatives.
Electromagnetic Fields	Construction effects would relate to electromagnetic field levels generated by construction activities.	NEPA/CEQA: Construction activities would generate EMF levels similar to household appliances and would not cause adverse/significant levels of EMF.	None required	NEPA/CEQA: No adverse effect/Less than significant for all Build Alternatives.
Historic, Archaeological, and Paleontological Resources	Construction effects would relate to impacts to built environment historic properties.	NEPA: Construction would not significantly alter historic properties in the existing urban environment. The introduction of temporary construction-related visual elements to historic properties or their vicinity would not alter any of the characteristics of historic properties in the APE.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Construction effects would relate to impacts to archaeological historic properties.	NEPA: Construction would involve ground disturbance with the potential to alter buried archaeological deposits associated with known and unknown archaeological historic properties in the APE. Unanticipated archaeological historic properties may be encountered during ground-disturbing activities associated with construction of the Project. Direct alteration of known or unanticipated archaeological historic properties would represent an adverse effect.	Mitigation Measures CR-1 (Development of Cultural Mitigation and Monitoring Program), CR-2 (Treatment of Known Significant Archaeological Resources), CR-3 (Archaeological Worker Environmental Awareness Program), CR-4 (Archaeological Monitoring), and CR-5 (Treatment of Unanticipated Discoveries)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Construction effects would relate to impacts to paleontological resources.	NEPA: Construction would involve ground disturbance with the potential to discover paleontological resources. An adverse effect could occur if construction of the Build Alternatives results in the disturbance or destruction of paleontological resources.	Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, would effectively reduce the Project's adverse effects to these resources.	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	CEQA: The construction of the Build Alternatives would not physically permanently alter any of the built environment historical resources in the APE.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	CEQA: Construction of the Build Alternatives would involve substantial ground disturbance with the potential to physically impact known and unknown archaeological resources within the direct APE. Five archaeological resources are documented in the direct APE for Alternative 1 and one resource for Alternatives 2 and 3.	Mitigation Measures CR-1 through CR-5, which includes the development of a cultural resource mitigation and monitoring program, treatment of known significant archaeological resources, a worker environmental awareness program, archaeological monitoring, and treatment of unanticipated discoveries.	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	CEQA: Construction activities have the potential to physically alter, remove, or destroy buried human remains that may extend into the direct APE. One known prehistoric Native American cemetery was documented in the direct APE of Alternative 1. The Build Alternatives would adhere to existing state regulations concerning the discovery of human remains.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	CEQA: Construction impacts to paleontological resources would be greatest for activities such as grading, excavation, trenching, and wide-diameter auguring that require displacement.	Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, would effectively reduce the Project's significant impacts to these resources.	CEQA: Less than significant for all Build Alternatives after mitigation.
Tribal Cultural Resources	Effects would relate to impacts to known traditional cultural properties during construction.	NEPA: No traditional cultural properties have been identified in the Affected Area for traditional cultural properties for the Project. Therefore, construction would not result in effects to known traditional cultural properties.	Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1 (Development of a Cultural Resource Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources)	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or</p>	<p>CEQA: One presumed tribal cultural resource has been identified in the Affected Area for tribal cultural resources for Alternative 1 and Design Option 1. Construction of Alternative 1 or Design Option 1 could impact this resource. No other resources have been identified. No tribal cultural resource has been identified in the Affected Area for tribal cultural resources for Alternatives 2, 3, or 4, Design Option 2, or the Paramount or Bellflower MSF site options. Construction of these alternatives, design options, and MSF site options would not result in significant impacts to known tribal cultural resources.</p>	<p>Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1 (Development of Cultural Resource Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources)</p>	<p>CEQA: Less than significant for all Build Alternatives after mitigation.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
Parklands and Community Facilities	Construction activities would result in impacts to access and parking for parks and community facilities.	<p>NEPA: Construction activities of the Build Alternatives would not permanently affect existing buildings or permanently disrupt parklands, recreation facilities, bike facilities, and community facilities, and no adverse effect would occur. Construction activities would not cause indirect air quality, noise, or vibration impacts to parklands or recreation facilities.</p> <p>Construction-related traffic, detours, lane closures, sidewalk detours, and bike facility detours could affect access and parking for parklands, recreational facilities, and community facilities, and could result in adverse effects.</p>	Mitigation Measure COM-1 (Construction Outreach Plan)	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable standards for any park or recreational facility?	CEQA: Pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction. In addition, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction.	Mitigation Measure COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	CEQA: Construction would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	CEQA: Construction would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Economic and Fiscal Impacts	Construction effects would relate to regional economic construction impacts and localized project impacts.	NEPA: Construction would represent a substantial capital investment in the regional economy that would increase employment, earnings, and economic output during the construction period. Construction activities would likely result in access modifications, and potential transportation delays that would result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project result in substantial impacts to regional mobility and connectivity?	CEQA: Construction activities would likely result in access modifications and potential transportation delays that would result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project result in substantial construction-related impacts to businesses and residences that would result in physical deterioration of the existing environment?	CEQA: While the construction spending effects would be a positive for the overall regional economy, construction of the Build Alternatives would have potential impacts on businesses and residences near active construction areas. Construction would require additional right-of-way for project alignments, construction staging areas, tunnel portals, and parking areas, resulting in displacements of businesses and residences.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Safety and Security	Construction effects would relate to construction-related activities and conditions that could impact pedestrian, bicyclist, and motorist safety, emergency response services, and security and prevention of crime.	NEPA: The Build Alternatives would implement advance notices, signage, barriers, and fencing to direct pedestrian, bicyclist, and motorist travel, and reduce the potential for temporary safety impacts. However, these methods may interfere with or potentially block Safe Routes to School, and an adverse effect could occur. The Build Alternatives would not have adverse impacts to emergency response services. Construction sites would include security features such as CCTV, on-site guards and security teams, and perimeter fencing to reduce potential impacts related to security and crime	Mitigation Measures COM-1 (Construction Outreach Plan), SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: Construction-related impacts on emergency response plans or emergency evacuation plans could be caused by temporary construction activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	CEQA: There would be no construction-related activities associated with new or physically altered government facilities to maintain response times or other performance objectives for fire and police protection services.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: Temporary construction-related activities and conditions that could impact pedestrian, bicyclist, and motorist safety.	Mitigation Measures COM-1 (Construction Outreach Plan), SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	CEQA: Less than significant for all Build Alternatives after mitigation.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

ACM = asbestos-containing materials; APE = Area of Potential Effect; CCTV= closed-circuit television; CEQA = California Environmental Quality Act; CGP = Construction General Permit; EMF = electromagnetic fields; FTA = Federal Transit Administration; GHG = greenhouse gas; LBP = lead-based paint; MMBTU = million British thermal units; MSF = maintenance and storage facility; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; NOx = nitrogen oxides; PCB = polychlorinated biphenyls; ROW = right-of-way; SCAQMD = South Coast Air Quality Management District; SWPPP = Stormwater Pollution Prevention Plan

Table S.5. Growth-Inducing, Cumulative, and Environmental Justice Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Growth-Inducing	Could the Project foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.	NEPA/CEQA: Population, housing, and employment growth is anticipated along the project alignment with population and housing growth being closely related. The Build Alternatives are a transit infrastructure project proposed to serve forecasted population, housing, and employment growth. They would not result in growth-inducing impacts or unplanned growth beyond growth already anticipated.	None required	NEPA/CEQA: No adverse effect for all Build Alternatives after mitigation.
Cumulative Impacts	In combination with identified past, present, and reasonably foreseeable future projects would the Project have significant impacts?	NEPA/CEQA: The Build Alternatives could have cumulative effects to land use; communities and neighborhoods; acquisitions and displacements; visual quality and aesthetics; air quality; GHG; noise and vibration; ecosystems and biological resources; geotechnical, subsurface, and seismic hazards; hazards and hazardous materials; water resources; energy; historic, archaeological, and paleontological resources; tribal cultural resources; parklands and community facilities; safety and security; economic and fiscal; and environmental justice.	Mitigation Measures LU-1 (Consistency with Bike Plans), VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), VA-5 (Construction Lighting); NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction; GEO-1 through GEO-5, which include hazardous gas detection, structural design, gas monitoring, and a tunnel advisory panel; HAZ-1 (Oil and Gas Wells in Tunnel Areas), SAF-1 (Encroachment Detection), SAF-2 (School District Coordination), SAF-3 (Construction Site Measures), AQ-1 (Vehicle Emissions); VIB-3	NEPA/CEQA: During operation, transportation, land use, noise, vibration, parklands, and community facilities would result in significant cumulative impacts that would be cumulatively considerable. During construction, transportation, air quality (NO _x emissions for Alternatives 1 and 2 only), noise, and economic and fiscal (a beneficial cumulative effect) would result in significant cumulative construction impacts that would be cumulatively considerable.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
			through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring; BIO-1 through BIO-4, which include special status bats, nesting birds, jurisdictional resources, and protected trees; PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils; CR-1 through CR-6, which include the development of a cultural resource mitigation and monitoring program, treatment of known significant archaeological resources, a worker environmental awareness program, archaeological monitoring, treatment of unanticipated discoveries, and historic design review; TCR-1 (Native American Monitoring) and TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), COM-1 (Construction Outreach Plan), and TRA-23 (Loss of Parking [Construction])	

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Environmental Justice	What is the potential for disproportionately high and adverse effects on environmental justice communities?	<p>NEPA: During operation, environmental justice communities would experience adverse effects with regard to traffic operations and parking; land use consistency; parklands and communities; displacement and acquisition; visual quality; and noise and vibration levels.</p> <p>During construction, environmental justice communities would experience adverse effects with regard to air quality (Alternatives 1 and 2), transportation, land use, displacement and acquisition, communities and neighborhoods, noise and vibration, ecosystems and biological resources, parkland and community facilities, communities and neighborhoods, and safety and security.</p> <p>Adverse effects with regard to intersection improvements and traffic operations on the environmental justice community of Huntington Park would be appreciably more severe or greater in magnitude than the other affected communities along the project corridor based on the concentration on affected intersections. This would result in a disproportionately high and adverse effect to the environmental justice community of Huntington Park.</p>	<p>Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements, TRA-20 (Transportation Management Plan(s)), TRA-21 (Parking Monitoring and Community Outreach), TRA-22 (Parking Mitigation Program [Permanent]), and TRA-23 (Loss of Parking [Construction]), LU-1 (Consistency with Bike Plans); VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”); NOI-1 through NOI-8, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, TPSS noise reduction, and a noise control plan; VIB-1 through VIB-7, which include a ballast mat or resilient rail fasteners, low-impact frogs, a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring; AQ-1 (Vehicle Emissions), COM-1 (Construction Outreach Plan)</p>	<p>NEPA: A disproportionately high and adverse effect would occur in the environmental justice community of Huntington Park with regard to intersection improvements and traffic operations after the implementation of Mitigation Measures TRA-1 through TRA-20 for Alternatives 1, 2, 3, Design Options 1, and 2. Mitigation Measures TRA-1 through TRA-20 would be implemented and sufficient to reduce adverse effects to the extent feasible. Nonetheless, adverse effects would remain.</p> <p>A disproportionately high and adverse effect would not occur to the other environmental justice communities under all Build Alternatives after mitigation.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
		Adverse effects on the other environmental justice communities would not be appreciably more severe or greater in magnitude than other affected communities along the project corridor, all of which are environmental justice communities. The Project would not cause a disproportionately high and adverse effect on the other environmental justice communities. Where adverse effects would occur, mitigation measures would be provided and implemented equally throughout all of the environmental justice communities in the Affected Area.		

Source: Compiled on behalf of Metro in 2021

Notes: CEQA = California Environmental Quality Act; GHG = greenhouse gas; NEPA = National Environmental Policy Act

S.5 Section 4(f) Evaluation

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides special protection of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the official(s) with jurisdiction over the park, area, refuge, or site) (49 United States Code Section 303). The FTA may not approve the non-*de minimis* use of Section 4(f) property unless the FTA determines that (1) there is no prudent or feasible alternative, and (2) the project includes all possible planning to minimize harm to these resources resulting from such use (23 Code of Federal Regulations (CFR) 774.3).

Prior to making Section 4(f) approvals under Section 774.3(a), the Section 4(f) evaluation shall be provided for coordination and comment to the official(s) with jurisdiction over the Section 4(f) resource and to the Department of the Interior, and as appropriate to the Department of Agriculture and the Department of Housing and Urban Development (23 CFR Section 774.5).

Pending completion of consultation and concurrence of the officials with jurisdiction, the FTA has made a preliminary determination that the Project would have a *de minimis* impact on four historic sites under Alternative 1, five historic sites under Alternative 2, three historic sites under Alternative 3, and one historic site under Alternative 4 that qualify for protection under Section 4(f). All Build Alternatives would have a *de minimis* impact on one park that qualifies for protection under Section 4(f). The FTA also has made a preliminary determination that the temporary occupancy exception to Section 4(f) use would apply to 11 historic sites under Alternative 1, 21 historic sites under Alternative 2, and 1 historic site under Alternative 3. The temporary occupancy exception would also apply to 3 recreational trails under Alternatives 1, 2, and 3. Under Alternative 4, the temporary occupancy exception would not apply to any historic sites, but would apply to one recreational trail. This determination for the Project is pending concurrence from the agencies with jurisdiction that the conditions for application of the temporary occupancy exception are met.

The Project would have no use of other Section 4(f) properties. There would be no constructive use of any Section 4(f) properties (Metro 2021l). FTA has preliminarily determined that the Project would satisfy the requirements of Section 4(f) because the only impacts to Section 4(f) properties would be *de minimis* or meet the requirements of the temporary occupancy exception.

S.6 Evaluation of Alternatives

Both NEPA and CEQA recommend identifying the preferred alternative in the Draft EIS/EIR. In addition to considering the effectiveness in meeting the Purpose and Need, goals and objectives, and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the Staff Preferred Alternative. Alternative 3 is the Staff Preferred Alternative.

All of the Build Alternatives would achieve the four major elements of the Project's Purpose by establishing reliable transit service, accommodating future travel demand, improving access, and addressing mobility and access constraints faced by transit-dependent communities in the corridor (Table S.6). Total capital costs for Alternatives 1 and 2 are significantly higher (\$8.1 and \$8.8 billion, respectively) than Alternatives 3 and 4 (\$4.4 and \$1.9 billion, respectively) due to the length of the alignment and the resulting number of stations.

Table S.6. Alternatives Benefit Evaluation

Environmental and Social Benefits	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Vehicle miles traveled reduction (existing plus project compared to existing conditions)	216,100 (-0.05%)	215,000 (-0.05%)	71,800 (-0.02%)	36,300 (-0.01%)
Average weekday daily boardings (2042)	60,839	82,826	30,964	11,119
Emissions and greenhouse gas reduction	Greatest reduction	Greatest reduction	Moderate reduction	Lower reduction
Community benefits (number of cities and the number of communities in the City of Los Angeles served within one-quarter mile of stations ¹)	12 cities (3 communities in City of Los Angeles)	12 cities (3 communities in City of Los Angeles)	12 cities (1 community in City of Los Angeles)	5 cities (0 communities in City of Los Angeles)
Daily new transit trips (average number of trips per mile)	952	1,048	622	720
User benefit hours ²	15,400	19,700	8,400	4,000
Economic benefits ³ (jobs gained in the region)	81,700 – 89,800 construction jobs 245 permanent jobs	88,100 – 89,800 construction jobs 282 permanent jobs	44,000 – 45,700 construction jobs 189 permanent jobs	22,400 – 24,000 construction jobs 113 permanent jobs
Economic benefits (2020\$) (generated/earned in economic activity per year in the region)	\$6.6 million	\$7.6 million	\$5.1 million	\$3.0 million
Regional mobility and connectivity ⁴	High	High	Medium	Low
Approximate residential population within one-half mile of stations ⁵	236,000	260,000	203,000	90,400
Population growth (percent change from 2017 to 2042 within one-quarter mile of alignment)	60%	75%	59%	62%
Employment growth (percent change from 2017 to 2042 within one-quarter mile of alignment)	32%	25%	22%	20%

Source: Prepared for Metro in 2021

Notes: ¹ For purposes of this analysis, the City of Los Angeles is split into Central City, Central City North, and Southeast Los Angeles Community Plan Areas. These are considered established communities within the Affected Area. As such, the number of communities in the City of Los Angeles is described in the table.

² User benefit hours presented in total daily hours. This value is based on travel time savings and cost savings that new riders and existing riders would experience.

³ The number presented is person-year jobs (one job for one person for one year).

⁴ Based on number of proposed stations that would improve local and regional access, mobility, and connectivity to transit.

⁵ The residential populations identified are located within one-half mile of the station areas for each Build Alternative.

While each of the Build Alternatives would result in varying levels of impacts and benefits, Alternative 3 would have an overall environmental advantage compared to the other Build Alternatives. Alternative 3 would have fewer permanent acquisitions, business displacements, noise and vibration impacts, and be in proximity to fewer hazardous materials sites compared to Alternatives 1 and 2. Construction of Alternative 3 would affect access to fewer community facilities, require fewer construction laydown areas, and would not result in exceedances in daily regional emissions compared to Alternatives 1 and 2. Due to the lack of connectivity and limited benefits achieved with four stations, Alternative 4 would provide a lower level of environmental benefits to the region when compared to the other Build Alternatives. Overall, the Bellflower MSF site would require fewer acquisitions, displace fewer businesses, and have lower capital cost compared to the Paramount MSF site.

Alternative 3 is designated as the Staff Preferred Alternative. Alternative 3 is identified as the environmentally superior alternative pursuant to CEQA requirements.

S.7 Public Outreach, Agency Consultation, and Coordination

Metro initiated a comprehensive outreach program for the Project beginning in 2017. Metro has continued to keep elected officials, agency staff, community stakeholders, and the general public informed on the status of the Project as well as progress of the environmental review process.

The FTA published the Notice of Intent pursuant to NEPA in the *Federal Register* on July 26, 2017. Metro issued a Notice of Preparation pursuant to CEQA on May 25, 2017, with supplemental publications June 14, 2017 and July 11, 2018. Metro used the scoping process to seek agency and public feedback on the scope of the Draft EIS/EIR. Metro hosted one agency scoping meeting and eight public scoping meetings with the option to join a live webcast or access the video recording on the Project's website.

Metro has communicated project information and provided opportunities for public and agency input during preparation of the Draft EIS/EIR. Meetings have been held with participating agencies and interested federal, state, regional, and local agencies in support of the Draft EIS/EIR. Metro conducted an Assembly Bill 52 compliant consultation with California tribes with traditional lands or cultural places in Los Angeles County. The FTA invited the Native American groups to participate in the Section 106 consultation process and included information on the identification of prehistoric sites, and sacred and/or traditional cultural properties in the Area of Potential Effect). Metro sent consultation letters to local government, local historic preservation advocacy and history advocacy groups, and historical societies and organizations. The Final Cultural Resources Survey Report—Rev 1 (Metro 2020d) was submitted to the State Historic Preservation Office (SHPO) on March 30, 2020, requesting concurrence on the eligibility determinations. No comments or objections were received from SHPO.

Following the release of this Draft EIS/EIR, a 45-day public comment period will be held to promote review of the Draft EIS/EIR and gather public comments. Metro will also host public hearings throughout the project area to present findings of the Draft EIS/EIR and solicit public comments on the document.

S.8 Areas of Controversy and Issues to Be Resolved

S.8.1 Areas of Controversy

The following areas of controversy or concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:

- Construction impacts within the Little Tokyo community
- Alignment configuration (at-grade, aerial, or underground) at intersections
- Alignment configuration within the City of Cerritos
- Elimination of an alignment with a northern terminus at Pershing Square
- Partial acquisition of residential properties
- Safety and security on the alignment and at stations
- Noise and vibration impacts

S.8.2 Issues to be Resolved

The following issues will be resolved as the Project proceeds through the environmental process as well as through ongoing stakeholder coordination:

- Selection of the Locally Preferred Alternative – The Metro Board of Directors will select the Locally Preferred Alternative (LPA) after circulation of the Draft EIS/EIR. Public and agency comments received on the Draft EIS/EIR will be considered as part of the selection process. Currently Alternative 3 is identified as the Staff Preferred Alternative. As part of the Metro Board action, a decision may be made to phase implementation of the LPA. Any such decision would be made in consideration of public comments and funding availability.
- Selection of design options – If Alternative 1 is selected as the LPA, the Metro Board of Directors will also determine whether Design Option 1 (MWD) and/or Design Option 2 (Add Little Tokyo) are included as part of the Project. Public comments received on the Draft EIS/EIR will be considered as part of the selection process.
- Selection of MSF site – Concurrent with selection of the LPA, the Metro Board of Directors will also determine which MSF site option will advance into the Final EIS/EIR. Public comments received on the Draft EIS/EIR will be considered as part of the selection process. Currently, the Bellflower MSF site option is the staff preferred site option.
- Design of at-grade crossings – Metro has begun coordination with the California Public Utilities Commission (CPUC) to determine design requirements where the alignment passes through intersections at grade. Coordination will continue through the environmental clearance and design phases of the Project. Approvals from CPUC will be required.
- Design and construction of the alignment within Union Pacific (UP) right-of-way – Metro has begun coordination with UP for the portion of the Project that would be within UP right-of-way. Coordination has and will continue to focus on design of the light rail transit (LRT) alignment and clearances, relocation of freight tracks, design of the new freight bridge over I-105, track separation between the WSAB LRT tracks and the existing freight tracks, and construction methods and phasing. Approval and/or a permanent easement will be required from UP.
- Mitigation measures – several mitigation measures identified to avoid or minimize adverse and/or significant impacts would be outside Metro’s jurisdiction to

implement. These mitigation measures include modifications to travel lanes at intersections for traffic impacts (subject to the jurisdiction in which the intersection is located), modifications to proposed bicycle facilities that conflict with the Project (subject to the jurisdiction where the facility is proposed), relocation of the “Belle” public art statue (subject to the City of Bellflower), and modification to crossing signal bells and gate-down-bell-stop signal variance (subject to CPUC). Coordination has begun with several entities regarding these measures and will continue prior to issuance of the Record of Decision and Notice of Determination for the Project. If the applicable jurisdiction does not approve the measure, then adverse and/or significant impacts would occur as no other mitigation has been identified for these impacts.

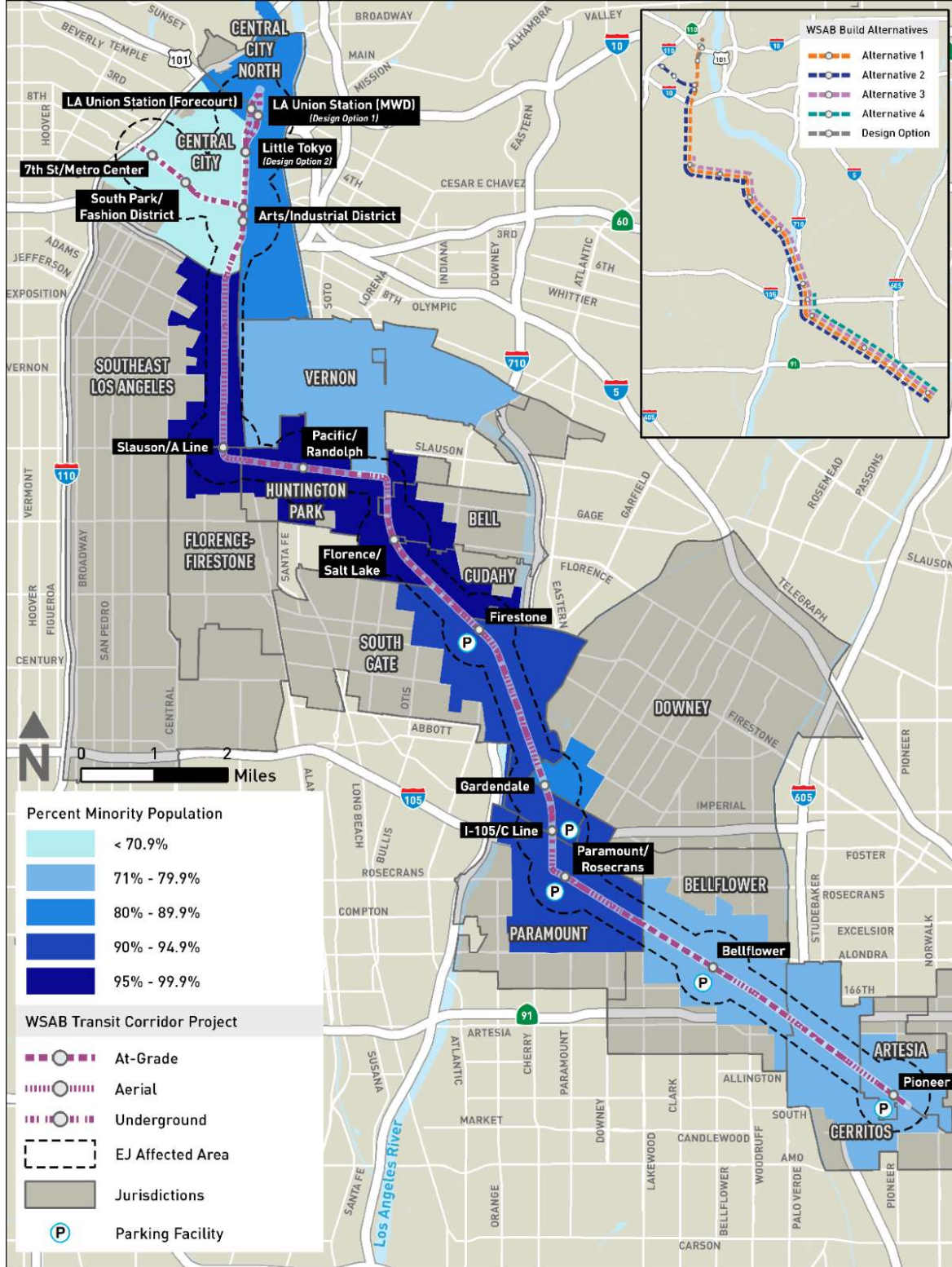
West Santa Ana Branch Transit Corridor

Project Alternatives Overview



Northern endpoint for Alternative 1 would be located at the LA Union Station Forecourt or behind the Metropolitan Water District Building on the east side of LA Union Station.

Percent of the Population identified as Minority Populations

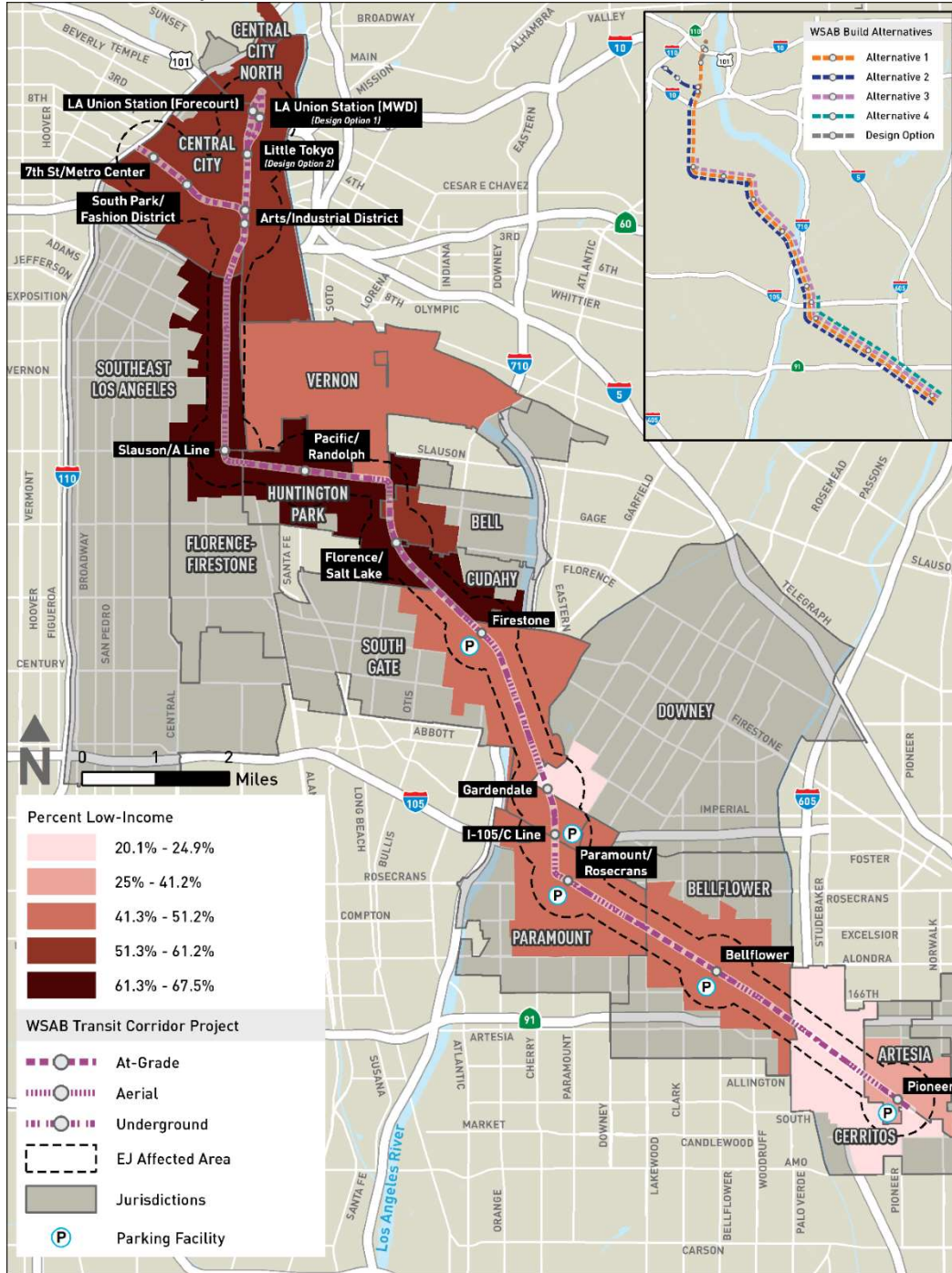


Source: Metro 2021z

Note:

¹ Minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone.

Percent of the Population Identified as Low-Income



Source: Metro 2021z

Note: ¹ The percent of low-income is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

West Santa Ana Branch
Legistar: 2021-0724
Planning & Programming Committee
January 19, 2022

WSAB Recommendation

- A. **APPROVING** the **Los Angeles Union Station (LAUS)** as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. **APPROVING** the **Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station** with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. **ACCELERATING** the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a **cost-effective alignment** route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. **IDENTIFYING** interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study

Slauson/A Line to Pioneer Station Segment (14.8 mile, 9 Stations)

- **14.8 miles**
 - 12.2 mile at-grade
 - 2.6-mile aerial
- **9 WSAB stations**
 - 6 at-grade
 - 3 aerial
- **1 new C Line Station at I-105**
- **5 park & ride facilities**
 - 4 surface lots
 - 1 parking structure
- **River crossings**
 - Los Angeles River
 - Rio Hondo Channel
 - San Gabriel River
- **4 freeway crossings**
 - SR-91, I-605, I-105, I-710
- **LRT Crossings**
 - 15 aerial grade-separations
 - 31 at-grade crossings
- **8.1 miles of freight realignment**
- **MSF facility**



Anticipated Project Schedule for 14.8-mile Initial Segment

LPA Selection:	January 2022
First Last Mile Planning:	Following LPA Selection
Work with Communities; Evaluate Ways to Reduce Cost on Northern Segment:	Following LPA Selection
Board Selection of Project Delivery Method:	Summer 2022
Metro Board to Certify Final EIR:	Winter 2022
FTA to issue Record of Decision:	Spring 2023
Begin CPUC Application*	2023 to 2025 (18-month process)
Begin Right of Way Acquisition*	2023 to 2026 (2 to 3-year process)
Groundbreaking*	As early as 2023/25
Advanced Engineering Works (IOS):	2023 to 2026/29
LRT Construction (IOS):	2026 to 2033/35

** Final EIR Certification/FTA ROD prerequisite*

Bellflower Maintenance and Storage Facility (MSF) Site

> Bellflower MSF site option

- 21 acres city-owned parcel
- Currently developed with a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX)



Downtown Study: Slauson/A Line to LAUS Segment (4.5 miles)

- **March 2022 to Early 2023:** Work with downtown communities to address impacts and evaluate ways to reduce cost of this segment & reassess station locations, including Little Tokyo
- Begin environmental for this segment after completion of study
- Open this segment **before Measure M Expenditure Plan FY 41 to FY 43**

Terminus Approval & LPA Approval	January 2022
Begin Slauson/A Line to Downtown Study	March 2022
Work with Communities Evaluate Ways to Reduce Cost on Northern Segment:	March 2022 to Early 2023
Board approval	Early/Spring 2023
Begin Environmental Process	Spring 2023 – Spring 2025/26 (2 to 3 years)

New Starts: Request for Entry into PD Phase

- **December 2021:** Metro requested entry into Project Development from FTA in initiating a 45-day FTA review and response process
 - Project Development is the **first formal phase** of the New Starts process
 - Key New Starts requirements to be completed during Project Development include Federal environmental review process, selecting the LPA, and adopting it into the fiscally constrained long range transportation plan.
- **January 2021:** Update request to FTA after LPA Selection

Back-up slides

Value Capture Timeline

Jan 2022:	Update COG and city managers
Feb to Mar 2022:	Technical advisors on-board
Mar to Jul 2022:	Meet with cities along corridor
Apr to Jul 2022:	Submit Board Box status report
Jul to Dec 2022:	Evaluate/implement value capture



Board Report

File #: 2021-0710, **File Type:** Contract**Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022****SUBJECT: SEPULVEDA TRANSIT CORRIDOR****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

ISSUE

At its August 2020 meeting the Board approved the award of the above contract for environmental analysis and advanced conceptual engineering (ACE) design services for the Sepulveda Transit Corridor (Legistar File 2020-0296). Informed by the Sepulveda Transit Corridor Feasibility Study, which concluded in 2019, the environmental contract specified the clearance of three alternatives.

Subsequently, in March 2021 (Legistar File 2021-0072), the Board approved the award of Pre-Development Agreements (PDA) with two contractor teams for the further definition and design development of their transit alternatives. In August 2021, a Notice to Proceed was issued to these teams that has resulted in five PDA alternatives being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review. Negotiations for this contract modification have been conducted concurrently with the definition of these alternatives by the PDA and environmental teams following the issuance of the Notices to Proceed in August 2021.

Board action is required to execute a contract modification for the additional work needed to conduct environmental review for six project alternatives. Attachment A shows the general alignments of the alternatives.

BACKGROUND

In 2016, Los Angeles County voters approved the Measure M Expenditure Plan, which included transit improvements between the San Fernando Valley, the Westside, and the Los Angeles

International Airport (LAX). The Measure provides for the implementation of the Sepulveda Transit Corridor Project in two phases: the first segment between the San Fernando Valley and the Westside and a second segment extension to LAX.

Metro conducted the Sepulveda Transit Corridor Feasibility Study between 2017 and 2019 that identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019 (Legistar File 2019-0759).

The current study alternatives include both monorail and heavy rail technologies and range between 14 and 16 miles in length. From north to south these routes all connect the Van Nuys Metrolink Station, Metro G Line (Orange), future Metro D Line (Purple) and Metro E Line (Expo).

The project began the CEQA environmental clearance process on November 30, 2021 and the scoping period will extend from November 30, 2021 through February 11, 2022.

DISCUSSION

This Board Action will facilitate the technical work needed to further define environmental impacts. The environmental clearance of the project should be conducted by a single environmental contractor team to ensure consistency in the level of environmental review across all alternatives. The recommended Board Action would also avoid any delays associated with procuring a separate contractor to environmentally clear the three additional alternatives.

Expanding the number of alternatives studied ensures that the agency is rigorously exploring and objectively evaluating a reasonable range of alternatives to identify a transportation solution that meets the project's purpose and need. Adding additional alternatives will result in detailed descriptions of environmental impacts for each of the alternatives and allow the Board and the public to consider their comparative merits.

Existing Contract No. AE67085000 with HTA Partners was effective September 21, 2020. The execution of Contract Modification No. 2 will allow the contractor to conduct environmental review for the six alternatives.

As described in the Notice of Preparation for the Draft Environmental Impact Report, the six alternatives entering the environmental review process are as follows:

- Alternative 1: monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA
- Alternative 2: monorail with aerial alignment in I-405 corridor and aerial automated people mover connection to UCLA
- Alternative 3: monorail with aerial alignment in I-405 corridor and underground alignment between Getty Center and Wilshire BI
- Alternative 4: heavy rail with underground alignment south of Ventura BI and aerial alignment generally along Sepulveda BI in the San Fernando Valley
- Alternative 5: heavy rail with underground alignment including along Sepulveda BI in the San Fernando Valley

- Alternative 6: heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

DETERMINATION OF SAFETY IMPACT

The environmental study and design phase will not impact the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2021-2022 budget includes \$14,135,573 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, ACE, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R 35% and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

HTA has made, and would continue to make through Modification No. 2, a 20.61% Small Business Enterprise Program (SBE) commitment and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. Difference between percentage committed and current participation reflects early stages of work completion and does not suggest a shortfall.

The project team will continue to listen to community input and concerns and collect stakeholder feedback to inform the project. As public health guidelines evolve, the outreach team (inclusive of the outreach contractor) will build from successful strategies from the Feasibility Study and develop a broad range of activities, including booths at community events, outreach at transit stations and stops, bilingual online surveys and webinars, collaboration with community-based and faith-based organizations, and coordination with elected officials representing the communities throughout the project area. Efforts will be targeted to Equity Focus Communities within and beyond the study area, to veterans and students accessing the West LA Veterans Affairs Medical Center and UCLA campuses and to current and potential future transit riders.

During the public scoping period, the project aims to achieve the following engagement goals: (1) comply with the California Environmental Quality Act (CEQA) requirements for public engagement; (2) execute a robust engagement program in accordance with Metro's 2019 Public Participation Plan, Title VI, and ADA compliance requirements; (3) increase project awareness along the project study area, regionally and within nearby Equity Focus Communities; (4) encourage the public to provide formal comments on the scope of the environmental document during the 74-day public comment period in writing, via the project comment form, project email, US mail, providing an oral comment during public scoping meetings, or by calling the project helpline; and (5) increase participation of Equity Focus Communities, transit riders and individuals with disabilities and/or limited English proficiency speakers by engaging them at community events, organization briefings, targeted social

and traditional media outlets, and bilingual (English/Spanish) collateral materials.

Metro Community Relations is committed to providing an extensive summary of engagement and marketing metrics. Engagement efforts will be summarized as part of the Draft Environmental Impact Report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times for the Feasibility Study alternatives are less than 30 minutes Valley-Westside (from the Ventura County Metrolink Line in the north to the E Line (Expo) in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the future Airport Metro Connector station). This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt work on the project and delay the schedule.

NEXT STEPS

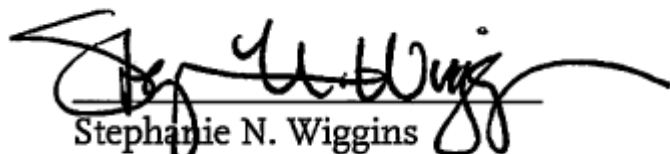
Upon Board approval, staff will execute Contract Modification No. 2 to Contract No. AE67085000 with HTA Partners to provide environmental clearance on three additional alternatives for the Sepulveda Transit Corridor.

ATTACHMENTS

Attachment A - General Alignments of the Alternatives
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

Prepared by: Jacqueline Su, Sr Transportation Planner, Countywide Planning & Development, (213) 547-4282
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079 Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510 David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - GENERAL ALIGNMENTS OF THE ALTERNATIVES

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



- Metro Rail Lines & Stations
- Metro Busway & Stations
- Metro Purple (D Line) Extension Transit Project (Under Construction)
- East San Fernando Valley Light Rail Transit Line (Pre-construction)
- Amtrak/Metrolink Line & Stations

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

1.	Contract Number: AE67085000			
2.	Contractor: HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)			
3.	Mod. Work Description: Environmental review of three additional alternatives.			
4.	Contract Work Description: Environmental review and conceptual engineering.			
5.	The following data is current as of: 11/22/21			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	9/21/20	Contract Award Amount:	\$48,304,067
	Notice to Proceed (NTP):	9/21/20	Total of Modifications Approved:	\$0
	Original Complete Date:	11/21/24	Pending Modifications (including this action):	\$4,723,199
	Current Est. Complete Date:	11/21/24	Current Contract Value (with this action):	\$53,027,266
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of environmental review of three additional alternatives for the Sepulveda Transit Corridor. The Contractor shall begin work on the environmental process and shall support the advancement of the Pre-Development Agreement (PDA) process.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 21, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of \$48,304,067 to HTA Partners Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

One modification has been issued to date.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$4,723,199 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis and negotiations. All labor rates remain unchanged from the original contract award. Staff successfully negotiated a savings of \$832,364.

Proposal Amount	Metro ICE	Negotiated Amount
\$5,555,563	\$4,786,072	\$4,723,199

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Scope of Services to clarify Task 5 - DEIS and DEIR preparation circulation, review and approvals	Approved	11/30/20	\$0.00
2	Environmental review of three additional alternatives.	Pending	Pending	\$4,723,199
	Modification Total:			\$4,723,199
	Original Contract:	Approved		\$48,304,067
	Total:			\$53,027,266

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR/AE67085001

A. Small Business Participation

HTA Partners, A Joint venture between HNTB Corporation, SB, Terry A. Hayes Associates Inc., and AECOM Technical Services made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 9% complete and the current level of participation is 13.17% SBE and 2.51% DVBE, representing a shortfall of 7.45% and 0.52%, respectively.

Although, the project is in the early stages of completion, HTA Partners contends that a considerable amount of the SBE/DVBE participation will be accomplished during the Task 7 efforts. Task 7 began in earnest on July 1, 2021 and is on-going. HTA Partners have also included eight (8) SBE subcontractors and two (2) DVBE subcontractors in this modification (Mod. 2), representing 37.95% SBE participation and 4.42% DVBE participation for this modification.

Nonetheless, Metro's Project Management and Contract Administration teams will continue to work with the Diversity & Economic Opportunity Department (DEOD) to monitor contract progress at key milestones (i.e., 50%, 75% and 90% contract completion) to ensure that HTA Partners meets or exceeds its small business commitments.

Small Business Commitment	SBE 20.61% DVBE 3.02%	Small Business Participation	SBE 13.17% DVBE 2.51%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	A/E Tech LLC	0.52%	0.00%
2.	Cityworks Design dba Lisa Padilla	0.88%	0.00%
3.	Connetics Transportation Group, Inc.	0.37%	0.16%
4.	D'Leon Consulting Engineers Corp.	2.51%	0.24%
5.	Epic Land Solutions, Inc.	0.20%	0.00%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc. dba GPSI	1.33%	0.76%
8.	LKG-CMC, Inc.	0.84%	0.48%
9.	Paleo Solutions	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	1.46%

11.	Terry A. Hayes Associates, Inc. (JV-P)	10.96%	9.40%
12.	Vicus LLC	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	0.67%
	Total	20.61%	13.17%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	1.16%	2.51%
2.	MA Engineering	0.97%	0.00%
3.	OhanaVets, Inc.	0.89%	0.00%
4.	Environmental Review Partners	Added	0.00%
	Total	3.02%	2.51%

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

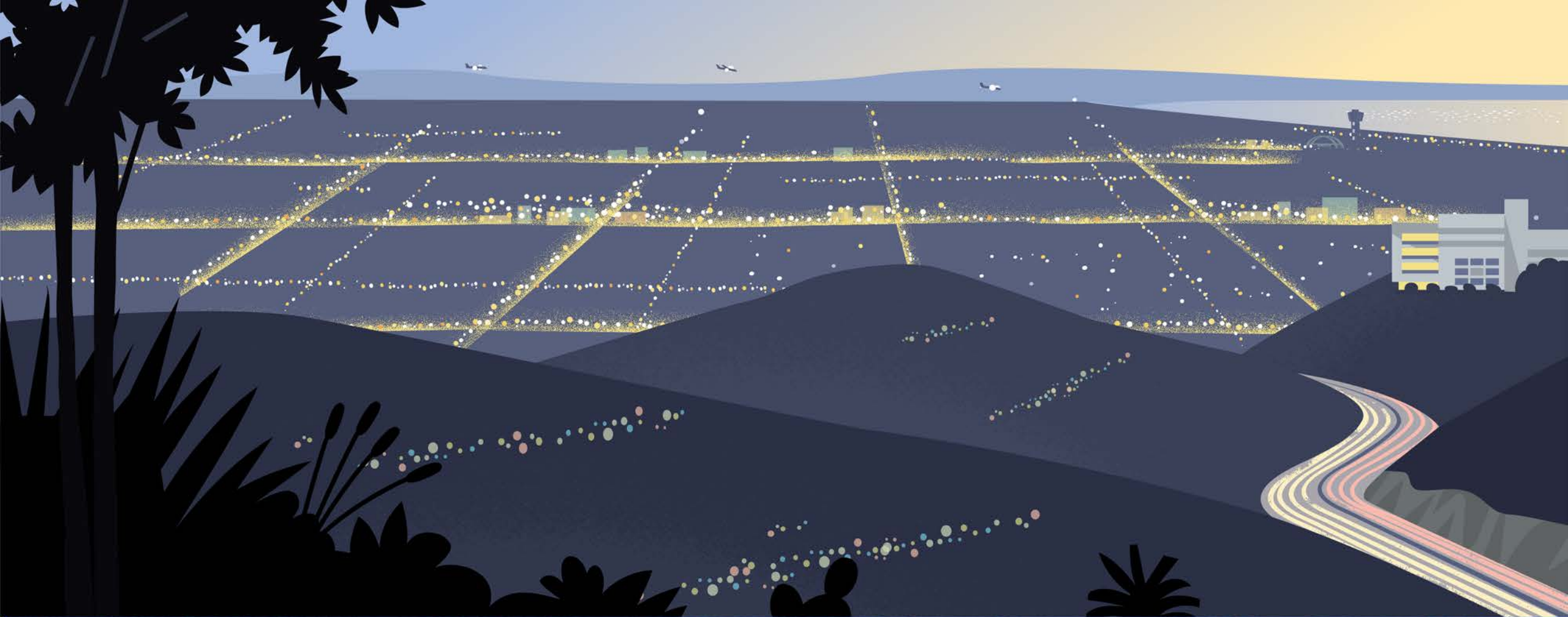
A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



We're exploring alternatives to the 405.
Planning & Programming Committee: January 19, 2022
File 2021-0710

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. AE6708500, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include three additional alternatives for environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

Project Overview

- > Up to 16.2 miles in length
- > Up to nine (9) stations, with connections at:
 - Metrolink Ventura County Line
 - East San Fernando Valley Transit Corridor
 - Metro G Line (Orange)
 - D Line (Purple)
 - E Line (Expo)
- > Evaluating six (6) alternatives
- > Northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line



General Alignments of the Alternatives

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



Project Consistency with Agency Goals & Near Term Next Steps

- > Project is consistent with Metro's Equity Platform Framework
 - Rapid Equity Assessment tool was reviewed and approved by Metro's Office of Equity and Race
- > Project is aligned with Metro Vision 2028 Strategic Plan goals
 - Goal #1 – Provide high quality mobility options that will enable people to spend less time traveling
- > Project scoping for the environmental review phase began on November 30, 2021 and will continue through February 11, 2022



Metro

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

Board Report

File #: 2021-0813, **File Type:** Oral Report / Presentation

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022**

SUBJECT: ORAL REPORT ON 710 RELINQUISHMENT EFFORTS

RECOMMENDATION

RECEIVE oral report on 710 Relinquishment Efforts - City of Pasadena.

Reviewed by: Jim de la Loza , Chief Planning Officer

A handwritten signature in black ink, appearing to read 'Stephanie N. Wiggins', written over a horizontal line.

Stephanie N. Wiggins
Chief Executive Officer

State Route 710 Northern Stub Relinquishment Efforts

Metro Planning & Programming
January 19, 2022





Background

Transportation Department

- May 2017- Metro Board approves motion adopting the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative
- November 2018- Caltrans releases Final EIS/EIR Caltrans identifying TSM/TDM projects to be implemented
- 2019 SB 7 (Portantino) and AB 29 (Holden) Legislative Action
 - > Establishes that subject to an agreement and determination by the CTC, the 710 corridor from California to 210 may be relinquished to Pasadena



710 Stub Area

Transportation Department





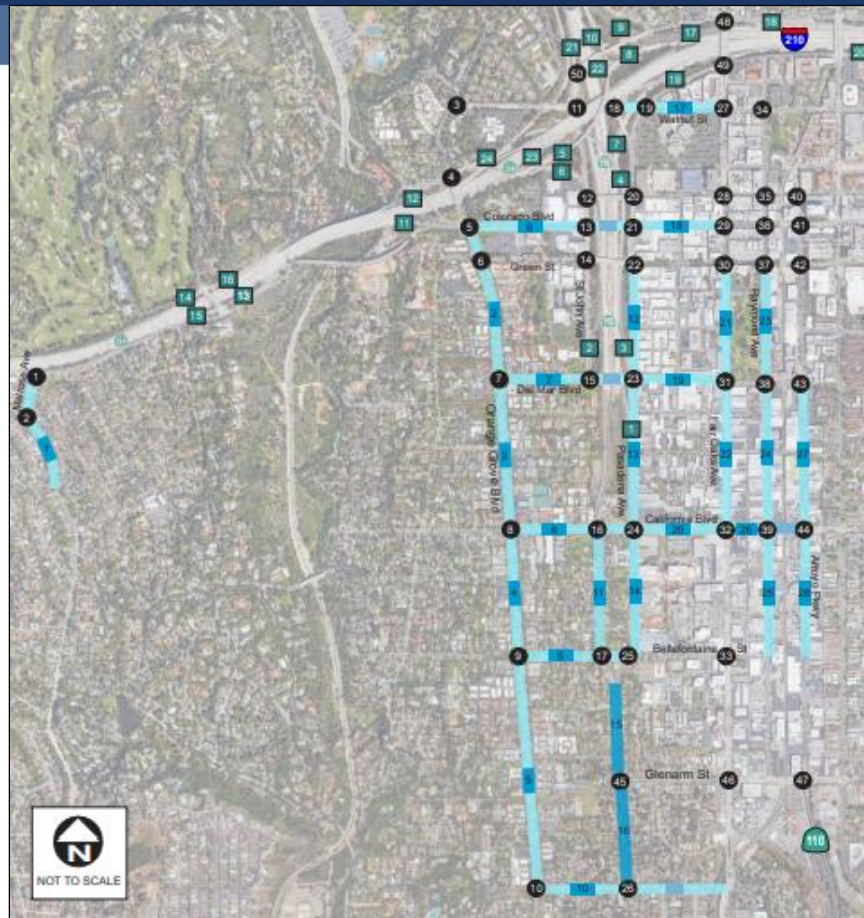
From Neighborhood to Highway

Transportation Department





Technical Feasibility Study



- Demonstrate a local to freeway connection is feasible without impacting safety and operations of freeway network
- Local roadway connections to replace freeway-to-freeway connections
- Three concepts analyzed

PASADENA



Collaborative Process

Transportation Department

- Technical Feasibility Analysis completed to demonstrate a local to freeway connection is feasible
- Caltrans District 7 Director confirmed that Caltrans is ready to move forward with next steps in relinquishment

<https://www.cityofpasadena.net/transportation/transportation-improvements/710-northern-stub/>

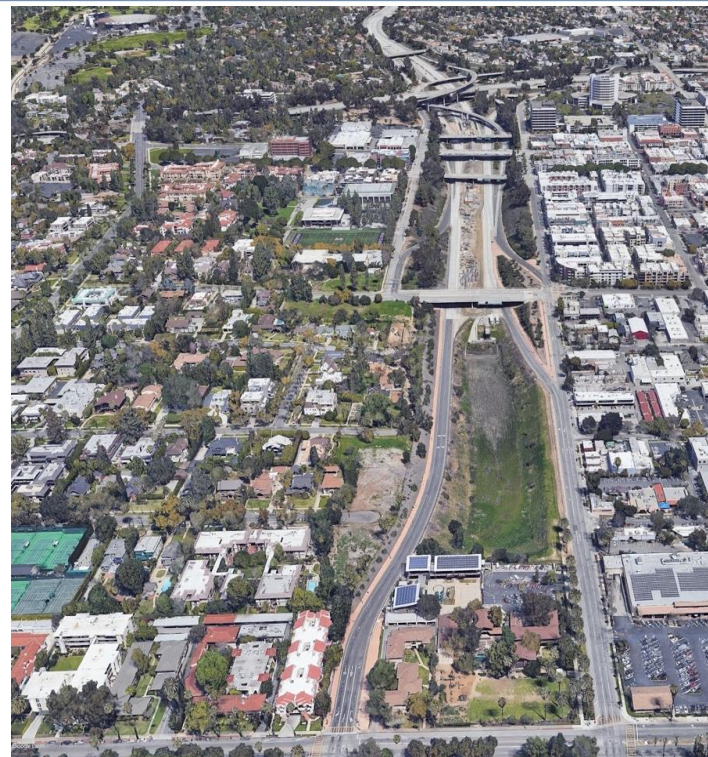




Current Effort

Transportation Department

- Supplemental Traffic Analysis
- Relinquishment Preparation
 - > Development of a relinquishment report and agreement
 - Rights of Way & legal limits
 - Future maintenance
 - > Review & revision of freeway agreements
 - > Adoption by Pasadena City Council
 - > Adoption by California Transportation Commission



PASADENA



Next Steps

Transportation Department

We are here



**2020 -
2021**

Technical
Feasibility
Analysis

2021-2022

Caltrans
Relinquishment
Process; CTC
Action

2022

Transitional
Roadway
Design

2022 – 2025

Re-visioning
Planning
Process

2026 – 2030

Public Infrastructure
Environmental, Design
and Construction

Community Engagement Process



Partnerships and Coordination

Transportation Department



PASADENA



Metro

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

Board Report

File #: 2021-0760, **File Type:** Informational Report

Agenda Number: 13.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: ORAL REPORT

RECOMMENDATION

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

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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

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Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Monthly Project Updates

January 2022 Monthly Update

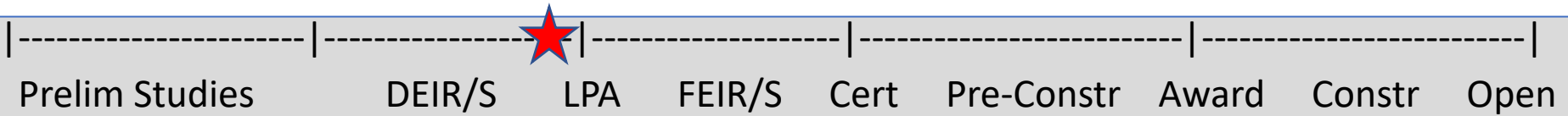
> Major Pillar Projects

- A) West Santa Ana Branch
- B) C (Green) Line Ext to Torrance
- C) Eastside Transit Corridor Phase 2
- D) Sepulveda Transit Corridor

> Other Projects in Planning and Development



West Santa Ana Branch Transit Corridor



Recent Activities

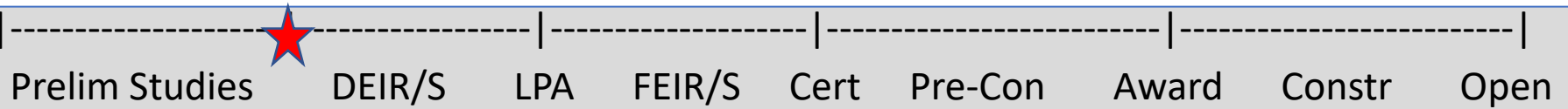
- December 1: Letter to FTA requesting Entry into New Starts Project Development
- December 1: Gateway COG LPA recommendation
- December 2: Board review of funding plan
- Review of all Draft EIS/EIR public comments received during Public Comment Period

Next Actions

- January: Board to consider staff recommendation for full project alignment to Downtown, **Locally Preferred Alternative (LPA)** to Slauson as Interim Operable Segment, and further study for downtown segment
- Approval to Commence Final EIS/EIR
- Continue coordination with:
 - FTA, agencies, cities and key stakeholders on environmental comments
 - Ports of Los Angeles and Long Beach
 - Union Pacific Railroad



Sepulveda Transit Corridor



Recent Activities

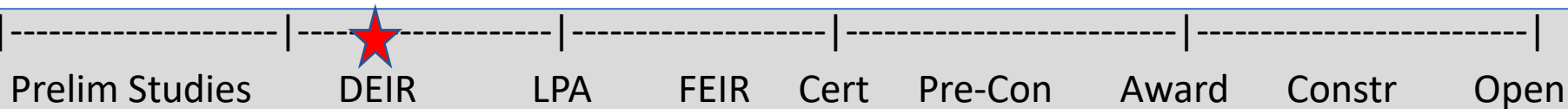
- Start of Scoping Period
 - November 30: Released Environmental Notice of Preparation
 - December 6: Agency Scoping Meeting with 57 attendees including staff from local, state, and federal agencies
 - December 7: 1st Public Scoping Meeting with 240 attendees including a broad cross-section of elected officials, stakeholders and residential groups
 - January 11: 2nd Public Scoping Meeting

Next Actions

- January 22: Last Public Scoping Meeting
- February 11: Close of Scoping Period and incorporation of required environmental actions in response to comments received
- Board review in January for contract modification to perform environmental services for six distinct Project Alternatives



C (Green) Line Extension to Torrance

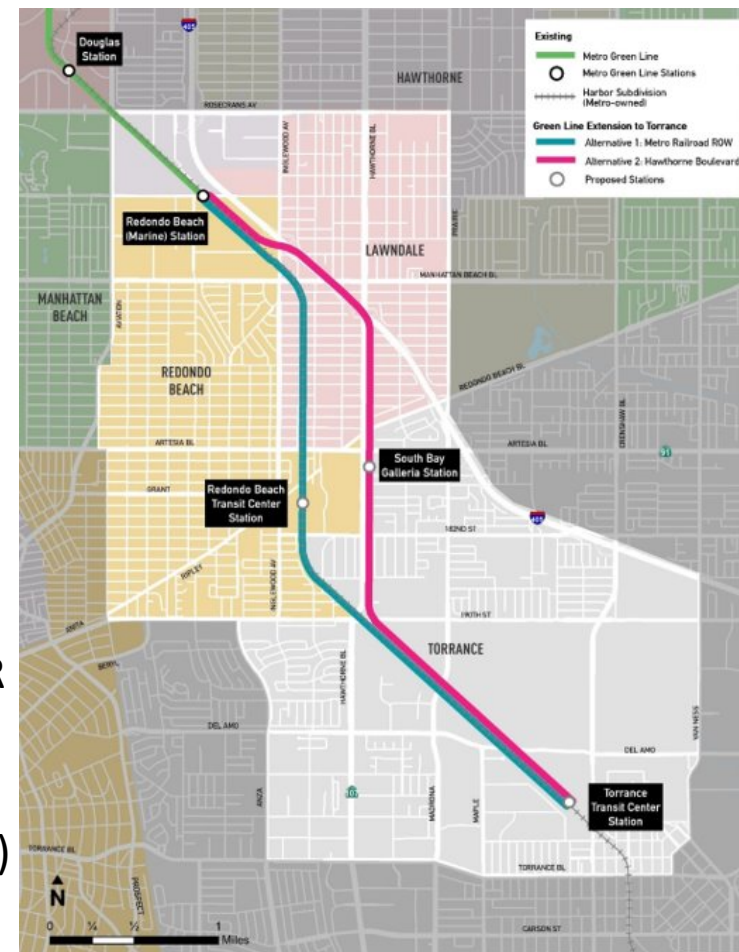


Recent Activities

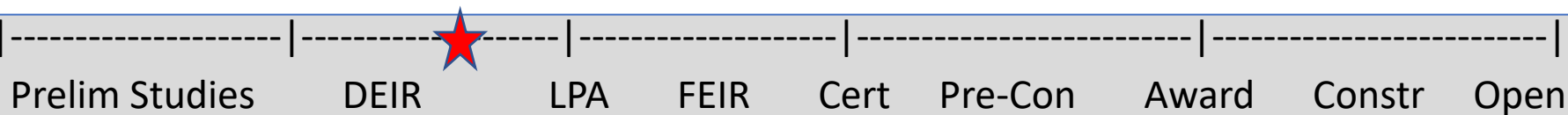
- Outreach and Engagement
 - October 19: Lawndale City Council Subcommittee
 - October 26: Key stakeholder meeting with major Lawndale property owners & Lawndale Council Committee
 - November 2: Redondo Beach City Council
 - November 15 & December 21: BNSF Site Walks
 - December 1: “Right of Say” Neighborhood Group
 - December 6: Redondo Beach Public Works
- Virtual Walking Tours
 - October/November: 1600 virtual tours
 - 232 surveys completed
- Continuing to investigate utilities & refine advanced conceptual engineering drawings to inform Draft EIR

Next Actions

- Prepare for public workshops to present updated project designs & potential mitigations (Spring 2022)
- Ongoing design reviews & preparation of Draft EIR



Eastside Transit Corridor Phase 2



Recent Activities

- Outreach and engagement
 - November 15: Community updates on East Los Angeles Station Options Atlantic/Pomona and Atlantic/Whittier
 - November 16: Montebello station and alignment update
 - November 17: Community-wide project update
- Environmental consultant to continue analyzing engineering design package following community input



Next Actions

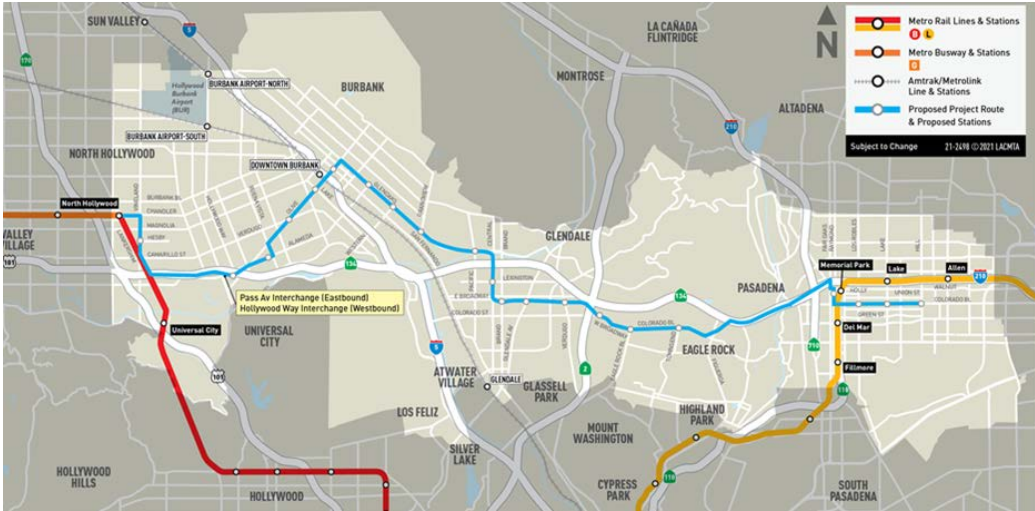
- February/March 2022: Outreach activities to continue informing the public on project elements
- February 2022 (anticipated): Board update on project implementation strategies and refined project designs for stations in East LA, alternate Maintenance Facility sites, and at-grade design option in Montebello

North Hollywood to Pasadena BRT



Recent Activities

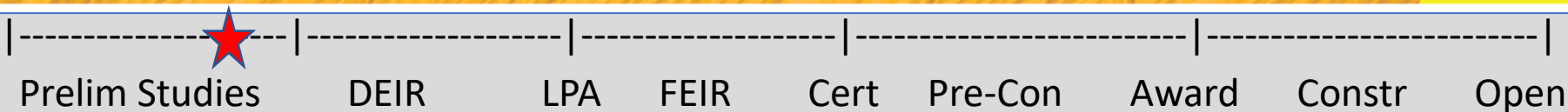
- Eagle Rock
 - Continued outreach on two “Beautiful Boulevard” designs
 - November: Colorado Blvd Business Outreach
 - December 2: Arroyo Verdugo JPA
- Burbank
 - November 12: Olive Ave Business Outreach
 - December: Revised “Side Running” bus lane design in response to community
 - December 7: Warner Brothers
 - December 8: Burbank Trans. Mgmt. Org.
 - January 20: Burbank Chamber of Commerce



Next Actions

- Seeking consensus from LA City Council #14 and Burbank Council on design
- March 2022 (anticipated): Board considers certification of Final EIR and final refinements of Preferred Design

North San Fernando Valley BRT Improvements



Recent Activities

- Fall 2021: Briefings with LA City Council offices and state & federal elected officials
- Ongoing discussions with CSUN

Next Actions

- Winter 2021:
 - Continue additional analysis of proposed project in coordination with NextGen
 - Conduct key stakeholder and community engagement
- Spring 2022 (anticipated): Board consideration of any recommended changes to project alternative



Vermont Transit Corridor



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

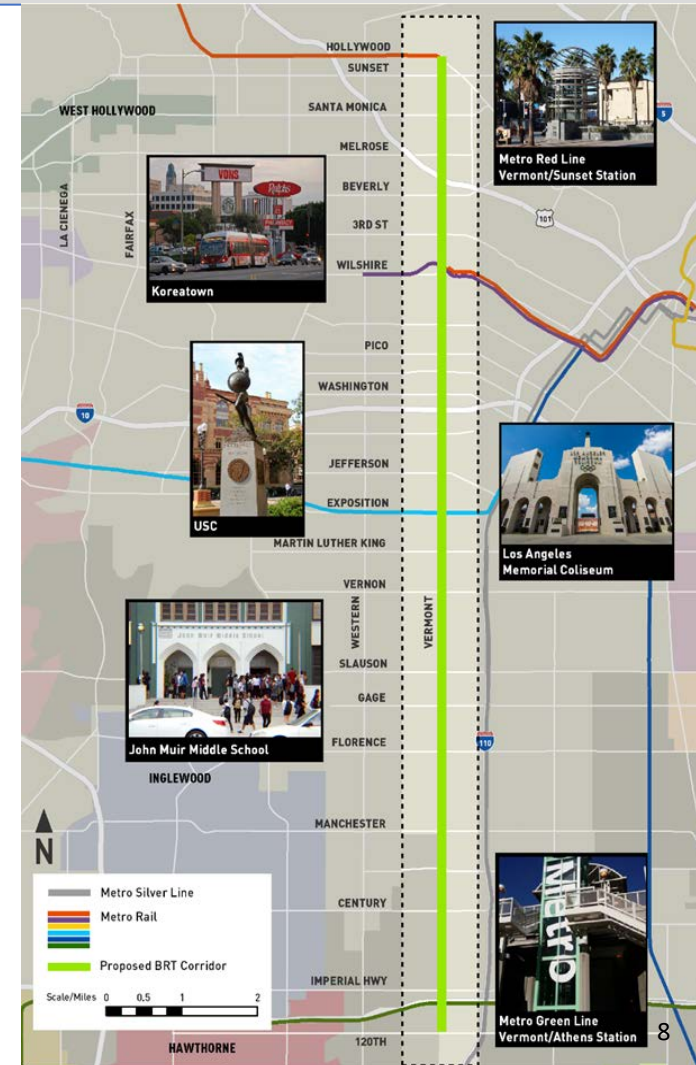
Open

Recent Activities

- Outreach and Engagement Activities
 - December: Meetings with elected officials on community and CBO engagement strategy
 - December 14 & 15: Two CBO Roundtable Meetings to discuss community engagement and Metro partnering
 - December 15: Two Focus Group meetings to identify issues and concerns, as well as potential improvements along the corridor

Next Actions

- Ongoing briefings with elected officials on community and CBO engagement strategy
- January 19 through February: Seven additional focus groups
- Continue additional community & CBO engagement including pop-up events, art workshops, telephone town hall, etc.
- Input from community and CBOs will help inform next phase of planning



East San Fernando Valley Shared ROW Study

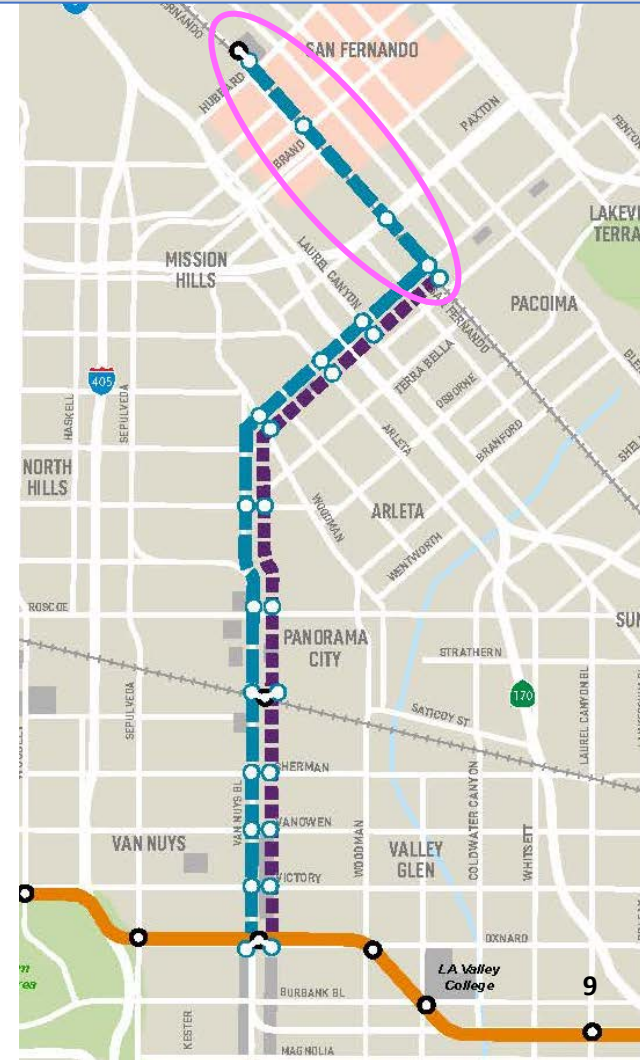


Recent Activities

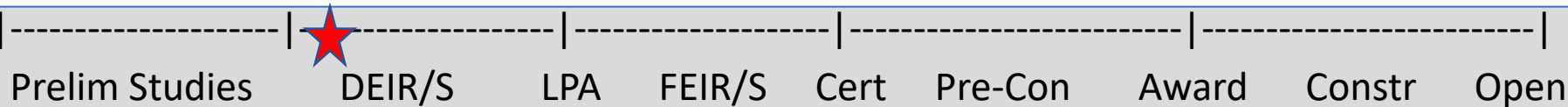
- Consultant contract award recommendation nearing completion
- Coordination with Antelope Valley Line and Metrolink on planned improvements and environmental actions

Next Actions

- March 2022 (anticipated): Metro Board authorization to award contract and commence work



Los Angeles River Path



Recent Activities

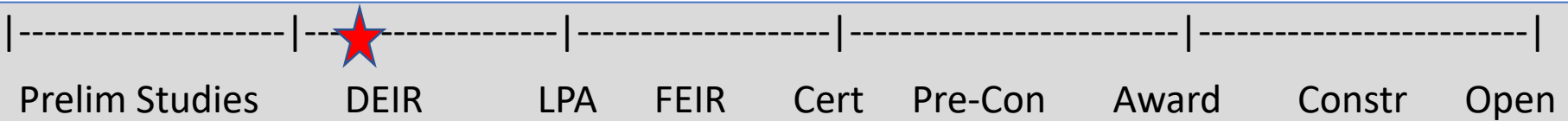
- Ongoing technical work for Draft EIR
- Outreach Activities
 - November 5: Health Innovation Community Partnership, LA
 - Nov 13 and 17: Community Updates
 - Dec 14: LA County Bicycle Coalition
- November Board Action
 - Metro to construct Project
 - Develop agreements for Operations & Maintenance

Next Actions

- Upcoming coordination with US Army Corps of Engineers
- Continue coordination with other projects planned along LA River, Project Steering Committee, and adjacent stakeholders



Crenshaw Northern Extension



Recent Activities

- Advancing technical studies following EIR Scoping Meetings
- Coordinating with County of Los Angeles, and Cities of Los Angeles and West Hollywood

Next Actions

- Develop station studies as part of Advanced Conceptual Engineering to inform Draft EIR
- Continue stakeholder engagement to inform project definition



Centinela Grade Separation



Recent Activities

- Spring 2021: Initiated Preliminary Engineering (30% design)
- Fall 2021: Initiated Value Engineering
- Utility coordination with California Public Utilities Commission and Southern California Edison
- Construction coordination with Crenshaw/LAX project
- Coordination with South Bay COG, City of Inglewood and key stakeholders

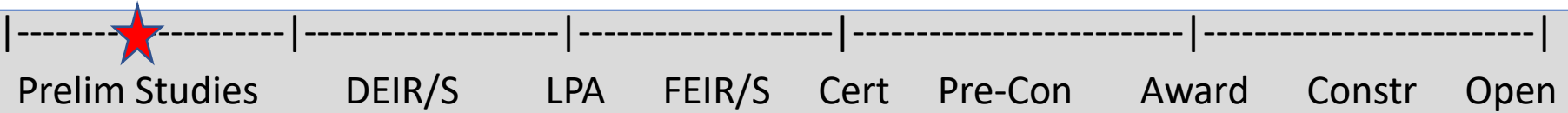
Next Actions

- Spring 2022: Board update on project status and delivery plans



Sample Rendering of Centinela Grade Separation (Source: HDR)

Rio Hondo Confluence Station Feasibility Study



Recent Activities

- Working on draft engineering, station design, high-level environmental assessment, and ridership, building on WSAB Environmental Analysis

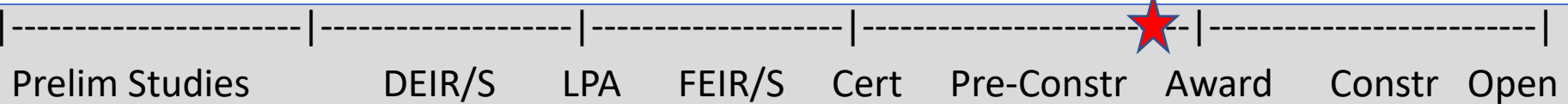
Next Actions

- Feb-March 2022: Host stakeholder forums
- Prepare draft findings
- Present findings & recommendations to Metro Board concurrent with WSAB Final EIS/EIR certification



Rail to Rail Active Transportation Corridor

Segment A



- **Recent Activities**

- Feb-June 2021: Pre-construction activities (site clean-up and prep)
- April 2021: Information for Bids (IFB) solicitation Segment A for construction
- July 16, 2021: Bid opening
- \$77.5M identified to date through grants, Metro local funds and other funding programs

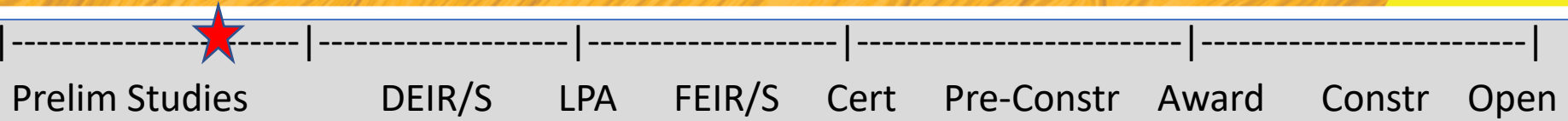
- **Next Actions**

- Work with partners to close funding gap (\$63.5M)
- January 2022: Board to authorize Life of Project (LOP) budget and contract related agreements



Rail to River Active Transportation Corridor

Segment B



Recent Activities

November/December:

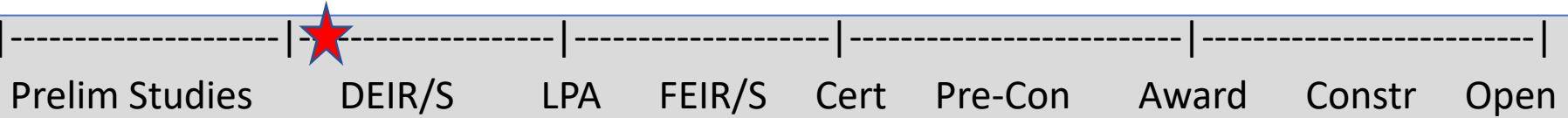
- Continued working on technical analysis and Draft Report
- Coordinated with affected cities



Next Actions

- Continue coordinating with all the affected cities along the corridor
- Early 2022 (anticipated):
 - Complete Final Report
 - Recommend new Locally Preferred Alternative

Arts District / 6th Street Station



Recent Activities

- Conducting technical environmental impact analysis including air quality, land use, etc.
- Evaluating conceptual station design, especially related to pedestrian connectivity in coordination with LADWP and other key stakeholders

Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Release of Draft EIR

Arts District/6th St Station
Study Area

