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Agenda - Final

Wednesday, November 17, 2021

10:30 AM

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Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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

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The Committee Meeting begins at 10:30 AM Pacific Time on November 17, 2021; 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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La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 17 de Noviembre de 2021. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Written Public Comment Instruction:

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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

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

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

CONSENT CALENDAR

5. SUBJECT: METRO RIDESHARE PROGRAM SUPPORT

[2021-0601](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to the Metro Rideshare Program Support Contract No. PS42183000 with Innovative TDM Solutions (ITS) to exercise the second, one-year option in the amount of \$630,555, increasing the total contract value from \$2,462,863 to \$3,093,418 and extending the period of performance from February 1, 2022 to January 31, 2023.

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

6. SUBJECT: METRO FREEWAY SERVICE PATROL

[2021-0684](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS73888-2000 to Navarro's Towing, the lowest responsive & responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$7,530,460 for Beat 3 & Beat 43 for 56 months, subject to resolution of protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. FS73888-2001 to Classic Tow, dba Tip Top Tow, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,581,984.20 for Beat 5 & Beat 17 for 56 months, subject to resolution of protest(s), if any;
- C. AWARD a firm fixed unit rate Contract No. FS73888-2002 to Neighborhood Towing 4U, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,926,007.32 for Beat 6 & Beat 39 for 56 months, subject to resolution of protest(s), if any;

-
- D. AWARD a firm fixed unit rate Contract No. FS73888-2004 to Bob & Dave's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$8,243,687.38 for Beat 18 & Beat 38 for 56 months, subject to resolution of protest(s), if any;
- E. AWARD a firm fixed unit rate Contract No. FS73888-2005 to Safeway Towing Services, Inc., dba Bob's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$6,949,125 for Beat 20 & Beat 37 for 56 months, subject to resolution of protest(s), if any;
- F. AWARD a firm fixed unit rate Contract No. FS73888-2006 to Hovanwil, Inc., dba Jon's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$5,418,511.17 for Beat 31 for 56 months, subject to resolution of protest(s), if any; and,
- G. INCREASE Contract Modification Authority (CMA) to 19 existing FSP contracts for an aggregate amount of \$7,250,000 thereby increasing the CMA amount from \$21,750,632 to \$29,000,632 and extend periods of performance for the following contracts to assure no gap in service as follows:
- Beat 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$565,000 for up to 5 months
 - Beat 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$365,000 for up to 5 months
 - Beat 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$670,000 for up to 5 months
 - Beat 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$505,000 for up to 5 months
 - Beat 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$605,000 for up to 5 months
 - Beat 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$480,000 for up to 5 months
 - Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$460,000 for up to 5 months
 - Beat 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$195,000 for up to 5 months
 - Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$350,000 for up to 5 months
 - Beat 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$300,000 for up to 5 months
 - Beat 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$320,000 for up to 5 months
 - Beat 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$600,000 for up to 5 months

- Beat 38: Steve's Towing Contract No. FSP38468001438, for \$245,000 for up to 5 months
- Beat 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$325,000 for up to 5 months
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$350,000 for up to 5 months
- Beat 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$635,000 for up to 5 months
- Beat 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 5 months
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for up to 16 months
- Beat 61: All City Tow Service Contract No. FSP5769100B61, for up to 16 months.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification Authority Summary](#)
[Attachment D - Contract Modification-Change Order Log](#)
[Attachment E - DEOD Summary](#)
[Attachment F - FSP Beat Map](#)

7. SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

[2021-0666](#)

RECOMMENDATION

APPROVE:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

Attachments: [Attachment A - 2022 LA County RTIP Summary and Program](#)
[Attachment B - 2022 LA RTIP Project Descriptions](#)
[Presentation](#)

NON-CONSENT

8. **SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT**

[2021-0521](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through June 30, 2022.

Attachments: [Attachment A - WSAB Build Alternatives Map](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification Log](#)
[Attachment D - DEOD Summary](#)
[Presentation](#)

9. **SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR**

[2021-0630](#)

RECOMMENDATION

CONSIDER:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023 (Attachment B-1); and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four (Attachment B-1).

Attachments: [Attachment A - June 2013 Metro Board Motion 72](#)
[Attachment B-1 – Open Streets Cycle Four Scoring and Funding](#)
[Attachment B-2 - Open Street Cycle 4 Map](#)
[Attachment C – Open Streets Cycle Four Application Package & Guidelines](#)

10. **SUBJECT: ANTELOPE VALLEY LINE SERVICE AND CAPACITY IMPROVEMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT** [2021-0667](#)

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project, in accordance with the California Environmental Quality Act (CEQA) and file the Notice of Determination for the Project with the Los Angeles County Clerk and the State of California Clearinghouse;
- B. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan; and
- C. FINDING that the Project meets all Public Resources Code Section 21080 (b)(10) requirements and is declared statutorily exempt under CEQA, and AUTHORIZING Metro staff to file the Notice of Exemption for the Project with Los Angeles County Clerk and the State of California Clearinghouse.

Attachments: [Attachment A - Findings of Fact and Statement of Overriding Considerations](#)
[Attachment B - Mitigation Monitoring and Reporting Plan](#)
[Attachment C - Board Motion 5.1](#)

11. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS** [2021-0664](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

12. **SUBJECT: RESPONSE TO MOTION 17 - MODERNIZING THE METRO HIGHWAY PROGRAM** [2021-0564](#)

RECOMMENDATION

RECEIVE AND FILE report on the status of the Highway Modernization Program actions.

Attachments: [Attachment A - Highway Subcommittee Recommendation and Responses](#)
[Attachment B - Motion 17](#)
[Attachment C - Motion 8](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0702](#)

RECEIVE General Public Comment

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

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

Adjournment

**Board Report**

File #: 2021-0601, **File Type:** Contract**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021****SUBJECT: METRO RIDESHARE PROGRAM SUPPORT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to the Metro Rideshare Program Support Contract No. PS42183000 with Innovative TDM Solutions (ITS) to exercise the second, one-year option in the amount of \$630,555, increasing the total contract value from \$2,462,863 to \$3,093,418 and extending the period of performance from February 1, 2022 to January 31, 2023.

ISSUE

The Metro Board approved the Metro Rideshare Program Support Contract for a three-year base period, with two, one-year options, which began on October 13, 2017. The three-year base contract ended October 12, 2020, and a term extension was executed through January 31, 2021. Option Year 1 was executed from February 1, 2021 to January 31, 2022. Metro requires the modification of this contract to exercise Option Year 2 from February 1, 2022, to January 31, 2023. The one-year term extension is required to continue services and support of the Metro Rideshare Program.

BACKGROUND

The Metro Rideshare Program is a one-stop transportation demand management (TDM) resource for Los Angeles County employers, Transportation Management Associations/Organizations (TMA/O), Employee Transportation Coordinators (ETC) and individual commuters committed to reducing vehicle miles traveled (VMT) by single occupancy vehicles (SOV). In FY21, more than 21.7 million miles were reduced. The program provides options and resources, including teleworking support and information, Guaranteed Ride Home, ride-matching for carpoolers, and vanpool SeatFinding through ridematch.info. It also encourages and promotes Commuter Benefits, flex/tiered work schedules, employer-based transit subsidies, vanpool subsidies, and incentive and rewards programs such as Metro Rewards and Go Metro to Work Free for new hires. The Rideshare Program is also part of Metro's Long Range Transportation Plan to assist the region in reducing traffic congestion and improving air quality.

In addition, through the Program, Metro's Implementation team provides personalized assistance for

compliance with the South Coast Air Quality Management District (SCAQMD) Rule 2202 Employee Commute Reduction Program (ECRP) and Trip Reduction Plan (TRP) which includes SiSense training (data management and reporting), Average Vehicle Ridership (AVR) surveying and reporting, and the production and distribution of customized RideGuides. The program also provides semi-annual Rideshare certification workshops, facilitates regional events and recognitions (California Rideshare Week and ETC Diamond Awards). Ridesharing/ assistance is also provided to drive-alone commuters and employer ETCs as a way to meet air quality regulations and/or implement congestion management strategies by offering, promoting and encouraging their employees to participate in a variety of green trip options, such as transit, carpooling, vanpooling, biking, walking and telecommuting. This program also directly supports TDM Board Motion #60.

Metro's program is also part of the Five County Transportation Commissions (CTC) Partnership with Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VCTC), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA). The CTCs share a regional database that provides access to commuter information and provides support to ETCs. The main focus of this collaborative effort is to provide systematic regional information. The partnership also produces the ridesharing/ "On The Go" newsletter(s) and fosters regional publicity, assists with outreach activities, and works collaboratively with TMA/Os and the SCAQMD.

DISCUSSION

Managing congestion-reduction strategies and air quality compliance regulations is complex and requires a solid knowledge base and strong industry-specific relationships. Metro relies on a trained and specialized contractor to assist with and provide the required broad range of services. This contract will enable Metro to continue to provide Rideshare services to Los Angeles County Employer ETCs, non-regulated employers, and individual commuters. This will become even more critical when implementing strategies in a post-COVID commute environment.

The current contractor will continue with their proven and effective work style in managing several primary tasks and deliverables. These activities include: RidePro-RP35 and SiSense Program Software and database maintenance; AVR transportation survey and reporting; TRP support and RideGuide processing and distribution; respond to in/outbound calls, emails and online inquires; incentive program eligibility and fulfillment; personalized support to commuters; one-on-one training and support to employer ETCs and TMA/TMOs; organize and provide assistance at county Rideshare events; and support overall program growth initiatives, as well as conduct monthly ETC briefings training.

In addition, the contractor will oversee the Los Angeles County portion of the regional database, which will ensure a standardized Rideshare operating system with OCTA, SBCTA, RCTC and VCTC thus providing a seamless experience for users across all counties. This customized RP35 proprietary software product provided by TripSpark Technologies, a business unit of Trapeze Software Group, Inc., is under a separate funding agreement (FA) with SBCTA. All CTC partners have participated in designing and building the multi-regional ridesharing/share mobility database and reporting system.

COVID-19 Response

In response to the COVID-19 pandemic, the contractor has provided additional support to employers seeking guidance and information regarding teleworking. The contractor has provided web-based information and has responded to inquiries regarding guidelines, best practices, and regulations pertaining to Rule 2202. As the agency continues to implement an overall recovery plan, Metro staff will be working closely with the contractor to develop changes that can support employers, essential workers, and many Los Angeles County residents who continue to telework. In addition, a Retention and Recovery Task Force has been put in place under this working group. The focus is to continue and further VMT reductions achieved under telecommuting, biking, and walking participation while continuing to encourage transit, vanpool and carpooling under a COVID safe environment.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Rideshare Program has demonstrated effectiveness in reducing the number of cars on the road during peak commute periods through the variety of programs offered and contributes to public safety, reduced traffic congestion, and improved air quality.

FINANCIAL IMPACT

Approval of this recommendation will not impact the FY22 budget, since funding for this contract is already included under Project 405547, Task 01.10, Cost Center 4540 (Regional Rideshare). Since this is a multi-year project, the Cost Center Manager and department's executive staff will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for this action is Proposition C 25% Streets and Highway, which is not eligible to fund bus and rail operating and capital expenditures.

EQUITY PLATFORM

Under this program's initiatives, employers will be encouraged to offer and market their internal rideshare mobility program(s) to their employees in diverse languages to enhance resources offered by this platform.

This was an open solicitation and included a Small Business Enterprise (SBE) goal of 12% and a Disabled Veteran Business Enterprise (DVBE) goal of 3% for the Metro Rideshare/Shared Mobility Program Support contract. ITS made a 13.21% SBE commitment and a 3.650% DVBE commitment. The current level of participation is 14.07% SBE and 3.54% DVBE. ITS is currently on track to meet or exceed both the SBE and DVBE commitments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to modify the contract and allow the contract to end on January 31, 2022. Staff, however, does not recommend this because the Metro Rideshare Program provides support to regulated employers throughout Los Angeles County. This program also provides options and information to commuters throughout the region by promoting and supporting ridesharing/carpooling, vanpooling, transit, bike, walk and telecommuting assistance.

NEXT STEPS

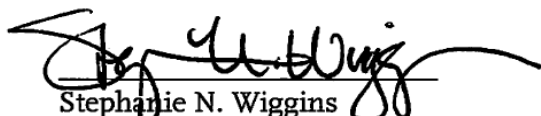
Upon Board approval, staff will execute Modification No. 4 to exercise Option Year 2 of Contract No. PS42183000 with Innovative TDM Solutions.

ATTACHMENTS

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

Prepared by: Martin Buford, Senior Manager, Countywide Planning & Development, (213) 922-2601
Paula Carvajal-Paez, Senior Director, Operations, (213) 922-4258
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033
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
Shahrzad Amiri, Deputy Chief of Operations (Interim), (213) 922-3061



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT/PS42183000

1.	Contract Number: PS42813000		
2.	Contractor: Innovative TDM Solutions		
3.	Mod. Work Description: Exercise Second One-Year Option Term		
4.	Contract Work Description: Metro Rideshare/Shared Mobility Program Support		
5.	The following data is current as of: 10/12/21		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/28/17	Contract Award Amount: \$1,767,264
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$695,599
	Original Complete Date:	10/12/20	Pending Modifications (including this action): \$630,555
	Current Est. Complete Date:	01/31/23	Current Contract Value (with this action): \$3,093,418
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Martin Buford		Telephone Number: (213) 922-2601

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued to exercise the second one-year option term of the Metro Rideshare/Shared Mobility Program Support Contract No. PS42183000 to Innovative TDM Solutions.

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

On September 28, 2017, the Board awarded firm fixed price Contract No. PS42183000 to Innovative TDM Solutions for a three-year base period in the amount of \$1,767,264 with two one-year options, each in the amount of \$596,591, for a total Contract Value of \$2,960,456 effective October 13, 2017.

Three modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive contract award in 2017. Pricing remains unchanged.

Proposal Amount	Metro ICE	Award Amount
\$630,555	\$708,535	\$630,555

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT/PS42183000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Added the Guaranteed Ride Home program.	Approved	11/01/18	\$65,044
2	No cost extension of period of performance (POP) through 1/31/21.	Approved	08/20/20	\$0
3	Exercise One-Year Option extending POP through 1/31/22.	Approved	01/28/21	\$630,555
4	Exercise One-Year Option extending POP through 1/31/23.	Pending	Pending	\$630,555
	Modification Total:			\$1,326,154
	Original Contract:	Approved	09/28/17	\$1,767,264
	Total:			\$3,093,418

DEOD SUMMARY

METRO RIDESHARE PROGRAM SUPPORT/PS42183000

A. Small Business Participation

Innovative TDM Solutions (ITS) made a 13.21% Small Business Enterprise (SBE) and a 3.65% Disabled Veterans Business Enterprise (DVBE) commitment. The contract is 82.03% complete and the current level of participation is 14.07% SBE and 3.54% DVBE. ITS is exceeding the SBE commitment by 0.86% but has a slight shortfall in DVBE participation of 0.11%.

ITS stated that payments were made to both the SBE and DVBE subconsultants in October 2021, which will be reflected in the November 2021 reporting. The payments are projected to increase SBE participation to 14.21% and DVBE participation to 3.66%, thereby eliminating the DVBE shortfall.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that maximum SBE/DVBE participation is achieved by ITS. Accordingly, these teams have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	SBE 13.21% DVBE 3.65%	Small Business Participation	SBE 14.07% DVBE 3.54%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	The Van Stratten Group, Inc.	13.21%	14.07%
	Total	13.21%	14.07%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Bayfish Creative Management (Agustin D. Grube)	3.65%	3.54%
	Total	3.65%	3.54%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy 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.



Board Report

File #: 2021-0684, File Type: Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS73888-2000 to Navarro’s Towing, the lowest responsive & responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$7,530,460 for Beat 3 & Beat 43 for 56 months, subject to resolution of protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. FS73888-2001 to Classic Tow, dba Tip Top Tow, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,581,984.20 for Beat 5 & Beat 17 for 56 months, subject to resolution of protest(s), if any;
- C. AWARD a firm fixed unit rate Contract No. FS73888-2002 to Neighborhood Towing 4U, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,926,007.32 for Beat 6 & Beat 39 for 56 months, subject to resolution of protest(s), if any;
- D. AWARD a firm fixed unit rate Contract No. FS73888-2004 to Bob & Dave’s Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$8,243,687.38 for Beat 18 & Beat 38 for 56 months, subject to resolution of protest(s), if any;
- E. AWARD a firm fixed unit rate Contract No. FS73888-2005 to Safeway Towing Services, Inc., dba Bob’s Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$6,949,125 for Beat 20 & Beat 37 for 56 months, subject to resolution of protest(s), if any;
- F. AWARD a firm fixed unit rate Contract No. FS73888-2006 to Hovanwil, Inc., dba Jon’s Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$5,418,511.17 for Beat 31 for 56 months, subject to resolution of protest(s), if any; and,
- G. INCREASE Contract Modification Authority (CMA) to 19 existing FSP contracts for an aggregate amount of \$7,250,000 thereby increasing the CMA amount from \$21,750,632 to

\$29,000,632 and extend periods of performance for the following contracts to assure no gap in service as follows:

- Beat 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$565,000 for up to 5 months
- Beat 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$365,000 for up to 5 months
- Beat 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$670,000 for up to 5 months
- Beat 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$505,000 for up to 5 months
- Beat 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$605,000 for up to 5 months
- Beat 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$480,000 for up to 5 months
- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$460,000 for up to 5 months
- Beat 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$195,000 for up to 5 months
- Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$350,000 for up to 5 months
- Beat 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$300,000 for up to 5 months
- Beat 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$320,000 for up to 5 months
- Beat 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$600,000 for up to 5 months
- Beat 38: Steve's Towing Contract No. FSP38468001438, for \$245,000 for up to 5 months
- Beat 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$325,000 for up to 5 months
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$350,000 for up to 5 months
- Beat 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$635,000 for up to 5 months
- Beat 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 5 months
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for up to 16 months
- Beat 61: All City Tow Service Contract No. FSP5769100B61, for up to 16 months.

ISSUE

The award of 6 FSP light duty tow service contracts (11 beats) in Recommendations A, B, C, D, E, and F is intended to replace expired or expiring contracts.

Recommendation G authorizes Contract Modification Authority (CMA) in the aggregate amount of

\$7,250,000 to execute contract modifications to existing FSP light and heavy-duty tow service contracts and extend periods of performance.

BACKGROUND

In March 2020, the COVID-19 pandemic caused Los Angeles County to shut down due to the stay-at-home order. The impact to LA County's freeways was swift and unprecedented. Some of the worst congestion in the world had disappeared in a matter of days resulting in a need to modify service delivery for the FSP program. As a congestion mitigation program, there was no justification to maintain service levels that were designed to address severe congestion levels. Additionally, due to the impact of COVID on the Agency's revenues, the program's budget was decreased resulting in a service reduction of 40% on April 1, 2020. Since that time, FSP has continued to operate at reduced service levels. However, as commuters have begun to return to their normal driving patterns, congestion has increased along many freeway segments requiring service increases toward a return to pre-pandemic levels.

FSP is managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. Metro's FSP program has the highest benefit to cost ratio of all FSP programs within California.

The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently rendering disabled vehicles operational or by quickly towing those vehicles from the freeway to a designated safe location. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic through the provision of free services to motorists and operates seven days a week during peak commuting hours.

Metro contracts with independent tow service providers for light duty tow service on general purpose lanes on all major freeways in Los Angeles County, 2 light duty contracts on the ExpressLanes (I-110 and I-10), and 2 heavy duty (Big Rig) contracts (I-710 and SR-91) to assist and remove trucks. Each weekday, 138 tow and service trucks are normally deployed during peak commuting hours.

The annual benefit of the program is as follows:

- For individual beats, an annual Benefit to Cost Ratio of 9:1 - For every \$1 spent there is a \$9 benefit to motorists.
- 300,000 motorist assists
- 5,175,845 hours motorists saved from sitting in traffic
- 8,897,277 gallons of fuel savings
- Approximately 78,296,040 kg of CO2 reductions
- The average motorist wait time for FSP service is 7 minutes (the average wait time for other roadside service is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

DISCUSSION

Award of contracts for beats 3, 5, 6, 17, 18, 20, 31, 37, 38, 39, and 43 will replace expiring contracts. The beats are comprised of a total of 114 centerline miles of freeway using a combination of 40 tow and service trucks.

Beats not awarded as a result of IFB No. FS73888-2 will be included in the next solicitation for FSP light duty tow service. In the interim, recommendation G provides CMA and extensions to periods of performance to extend contracts and redeploy service to ensure there are no gaps in service. Also, contractors recommended for award as a result of this solicitation may currently possess contracts for beats that were not included this solicitation. The combination of existing contracts and new awarded contracts creates a temporary situation where a contractor exceeds the program's two beat cap policy. This normally occurs during the transition period for all new FSP contracts. If all beats included in this solicitation had been awarded, the temporary overlap causing contractors to exceed the beat cap policy would be approximately 3 to 4 months before the new contracts could mobilize and replace the older contracts. However, due to the lack of responsive and responsible bidders for this solicitation, several contracts were not awarded and will be included in a subsequent solicitation. This creates an extended temporary overlap of the beat cap policy, for contractors, for approximately 8 to 10 months until a new solicitation can be released, and contracts awarded. Without this overlap period, it would not be possible for an existing contractor with 2 beats to bid on new contracts. The alternative is for contractors to wait for their contracts to expire before bidding on new contracts. This alternative is not recommended as it may not be possible to fill all of the gaps in service created by the vacant contracts while waiting for new contracts to be solicited, awarded and mobilization activities completed.

Once contracts are awarded, Contractors will have a mobilization period to complete the required startup activities to begin service. The following list summarizes the major activities that must be completed in order to provide FSP service:

- Purchase vehicle chassis and beds
- Build vehicles to FSP specifications (6-8 weeks)
- Metro Radio Shop installation of communications equipment (2-3 weeks)
- Hire and train prospective FSP drivers
- CHP testing and certification of FSP drivers
- Obtain program supplies
- CHP inspection and certification of contract vehicles

Authorizing contract modification authority and extending the period of performance for the light duty contracts will ensure seamless and efficient operation of the FSP program while the new contractors conduct mobilization activities and the next solicitation for FSP tow service can be issued. Increased CMA will also provide funds to address increased operating costs such as insurance and fuel and will also replenish funding to contracts that provide support to Caltrans through a Cooperative Agreement. The FSP program expends up to \$75,000 each month to support Caltrans construction projects for which Caltrans reimburses Metro.

Authorizing extending the period of performance for heavy duty tow service contracts Beats 60 & 61 will allow these contracts to expend surplus of funding not utilized due to pandemic related service

reductions. These two contracts were awarded in September 2016 and will expire in March and February 2022 respectively. The funds remaining in these contracts will support extensions of 16 months. The heavy-duty vehicles purchased for these contracts have significantly longer life than the vehicles purchased for the FSP light duty beats so there should be no service reliability issues to extend the period of performance.

As motorists return to their normal driving patterns, congestion is increasing in LA County. Currently operating at over 80% of pre-pandemic service levels, CMA will provide funds to return service to normal where and when needed.

Due to the global computer chip shortage and its impact on truck manufacturers to deliver new vehicles, Contractors may experience difficulties purchasing the required number of vehicles for each contract which will in turn delay the start of service. To anticipate this possibility, funding is included to extend and replenish the existing contracts beyond the normal mobilization period. If the Contractors are able to purchase their vehicles and begin service within the normal mobilization period, the existing contracts will end and the remaining contract funds will not be used.

Increased Program Costs

Within the past 6 years, the towing industry has been greatly impacted by rising operating costs. Liability insurance premiums, in some cases have increased over 300%, the cost of new tow trucks has increased 50% due to the global chip shortage, fuel (which is a major expenditure of FSP contractors) is near its highest levels for diesel, and the implementation of Living Wage Standards has almost doubled the cost of labor. Vehicle maintenance costs have also increased due to changing emissions standards and the lack of availability of replacement parts (supply chain issues) allows parts suppliers to increase prices. These increased industry costs translate into higher hourly rates bid for FSP contracts. Between 2015 and 2019 hourly rates awarded increased approximately 49%, in 2020 hourly rates awarded increased an additional 7% and for contracts recommended for award in this report, the hourly rates increased an additional 5%.

Cost Reduction Efforts

Over the years, staff have implemented strategies to reduce program costs through a variety of methods.

- Introduction of the FSP Regions - Consolidating 6 beats into a single contract and reducing the number of required backup trucks.
- Outreach efforts to increase the number of firms bidding on FSP contracts to increase competition.
 - o FSP management attend annual towing industry convention sponsored by the California Tow Truck Association. A booth is staffed by FSP agencies throughout the state to increase awareness of the FSP program and the contracting opportunities.
 - o DEOD sponsored training seminars to provide potential bidders a better understanding of the bid submittal requirements.
 - o FSP Staff outreach to local tow firms to increase awareness of FSP program and encourage firms to bid on contracts.

- o outreach to former FSP contractors to obtain feedback and encourage competition.
- o Staff have created a bidders list of firms contacted at the annual convention, local outreach, and unsolicited requests for information about the FSP program from various tow firms. This list is used as a supplement to the firms that are registered with VC/M when releasing solicitations.
- Five of the contracts recommended for award in this report are two beat contracts. For the purposes of this solicitation, two beat contracts were offered to reduce the number of backup trucks in an effort to reduce program costs. Normally each beat will have its own backup truck, but due to the shortage of new truck chassis (chip shortage) and the higher cost, two beats were combined into a single contract and one backup truck was eliminated to reduce program costs. A reduction of one tow truck (each cost approximately \$120,000) for each of the five contracts should create a savings opportunity of approximately \$600,000.

Program Funding

Each year Caltrans allocates and manages funding dedicated to FSP programs statewide from two funding sources. The first is through legislation (state highway funds) provided when the program was established.

The second source of funding comes through Senate Bill 1 (SB-1) passed in 2017. Metro staff worked proactively to assure a discrete funding source for FSP as part of SB-1 development and upon passage of SB-1, worked collaboratively in the development of guidelines for funding allocation.

LA County has the worst congestion in the nation and Metro's FSP program is the largest in the state. In comparison to the state's other FSP programs, it consistently performs at the highest B/C ratio, generates approximately 50% of the state's performance metrics (number of assists, emissions/fuel/motorist delay savings), and does so while receiving only 32% of state allocated funds. While Metro is required to provide a 25% match to the state funds, due to the level of congestion and the size of the program, Metro provides over 50% of the total FSP program funding using local funds

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that can be a hazard to motorists.

FINANCIAL IMPACT

The amount of \$7,250,000 for CMA, and first year startup and operational costs of approximately \$1,950,000 for beats 3, 5, 6, 17, 18, 20, 31, 37, 38, 39, and 43 is included in the FY22 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. Since this action includes multi-year contracts, the cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting funds in future years.

Impact to Budget

The FSP program is funded through a combination of dedicated state funds, SB1 funding and Proposition C 25% sales tax. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

EQUITY PLATFORM

Metro gathers general information from each motorist assist and provides that data to Caltrans for analysis and annual reporting. The program management team will consider what information could be collected, the method of collection and what the data might provide to inform program refinement and to analyze the impact that the FSP Program may have on low-income, marginalized and more vulnerable motorists.

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Of the six firms recommended for contract award, four of the firms are certified SBE contractors.

- For Beat 3 and 43, Navarro's Towing made a 97% SBE and 3% DVBE commitment.
- For Beat 5 and 17, Classic Tow, dba Tip Top Tow made a 5.98% SBE and 6.24% DVBE commitment.
- For Beat 6 and 39, Neighborhood Towing 4U made a 95% SBE and 3% DVBE commitment.
- For Beat 18 and 38, Bob & Dave's Towing made a 94% SBE and 6% DVBE commitment.
- For Beat 20 and 37, Safeway Towing Services, Inc., dba Bob's Towing made a 3.02% SBE and 3.45% DVBE commitment.
- For Beat 31, Hovanwil, Inc., dba Jon's Towing made a 94% SBE and 3.6% DVBE commitment.

DEOD has implemented a two-phased Small Business Recruitment Strategy to increase the number of SBE/DVBE certified vendors specific to the towing industry and tow service providers. Through the Metro Connect Outreach Program (DEOD), Congestion Reduction's Project Management and Contact Administration staff have scheduled two separate pre-solicitation outreach events targeting untapped SBE, DVBE and DBE-eligible firms within specific North American Industry Classification System (NAICS) codes. In addition, program management staff will continue to outreach to the towing community by attending the annual tow show sponsored by the California Tow Truck Association, contact local towing firms via phone or in person, and reach out to former FSP tow contractors.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to award the contracts or authorize the increase in contract modification authority. This alternative is not recommended as it will adversely impact the existing contracts and

the level and quality of FSP service provided in Los Angeles County.

NEXT STEPS

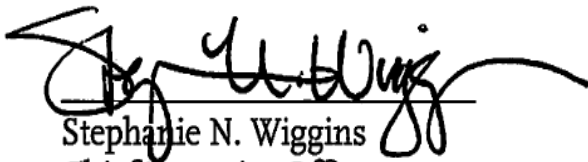
Upon Board approval, staff will execute the necessary contracts to assure efficient and seamless delivery of FSP services.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Procurement Summary (Various Beats)
- Attachment C - Contract Modification Authority Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary
- Attachment F - FSP Beat Map

Prepared by: John Takahashi, Senior Highway Operations Manager, (213) 418-3271

Reviewed by: Jim Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila Deputy Chief, Vendor/Contract Management, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
IFB No. FS73888-2
FREEWAY SERVICE PATROL (FSP) LIGHT DUTY TOWING 2021

1.	Contract Numbers: FS73888-2000, FS73888-2001, FS73888-2002, FS73888-2004, FS73888-2005, FS73888-2006	
2.	Recommended Vendors: Navarro's Towing Classic Tow, Inc. dba Tip-Top Tow Service Neighborhood Towing 4U, Inc. Bob & Dave's Towing, Inc. Safeway Towing Services, Inc., dba Bob's Towing Hovanwil, Inc., dba Jon's Towing	
3.	Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <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 24 and May 27, 2021	
	C. Pre-Bid Conference: June 8, 2021	
	D. Bids Due: June 24, 2021	
	E. Pre-Qualification Completed: September 30, 2021	
	F. Conflict of Interest Form Submitted to Ethics: July 15, 2021	
	G. Protest Period End Date: October 14, 2021	
5.	Solicitations Picked up/Downloaded: 36	Bids Received: 14
6.	Contract Administrator: DeValory Donahue	Telephone Number: (213) 922-4726
7.	Project Manager: John Takahashi	Telephone Number: (213) 418- 3271

A. Procurement Background

This Board Action is to approve FSP Light Duty Towing Contract Nos. FS73888-2000 (Navarro's Towing), FS73888-2001 (Classic Tow, Inc. dba Tip-Top Tow Service), FS73888-2002 (Neighborhood Towing 4U), FS73888-2004 (Bob & Dave's Towing, Inc), FS73888-2005 (Safeway Towing Services, Inc., dba Bob's Towing) and FS73888-2006 (Hovanwil, Inc., dba Jon's Towing) in support of the Freeway Services Patrol program for a 56-month contract term. These services will be performed on beats covering a designated area within Los Angeles County. Board approval of contract awards are subject to resolution of any properly submitted protest.

Invitation for Bids (IFB) No. FS73888-2 was released on May 19, 2021 and three amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on June 9, 2021 updated SBE/DVBE Forms.
- Amendment No. 2, issued on June 11, 2021 revised the statement of work.
- Amendment No. 3, issued on June 17, 2021 updated the DEOD compliance manual.

A pre-bid conference was held on June 8, 2021 and was attended by 28 participants representing 17 firms. Fifteen (15) questions were received, and Metro provided responses prior to the bid due date.

B. Evaluation of Bids

A total of 14 bids were received on June 24, 2021 from the firms listed below in alphabetical order to cover 22 towing beats:

1. Bob & Dave's Towing, Inc.
2. Classic Tow, Inc. dba Tip-Top Tow Service
3. Dickson Motor Service
4. F & G Towing, Inc. dba Helms ad Hill
5. Freeway Towing, Inc.
6. Hadley Tow, Inc.
7. Hovanwil, Inc. dba Jon's Towing
8. Metro Towing, Inc.
9. Mid Valley Towing, Inc.
10. Navarro's Towing
11. Neighborhood Towing 4 U, Inc.
12. Reliable Delivery Service, Inc.
13. Safeway Towing Services, Inc. dba Bob's Towing
14. T.G. Towing, Inc.

The IFB was issued requesting bids on two-beat packages. The 14 bids received from the firms above were evaluated based on the requirements of the IFB.

Six (6) of the 14 firms are being recommended for contract award to the following firms: Bob & Dave's Towing, Inc., Classic Tow, Inc. dba Tip-Top Tow Service, Hovanwil, Inc. dba Jon's Towing, Navarro's Towing, Neighborhood Towing 4 U, Inc., and Safeway Towing Services, Inc. dba Bob's Towing. The other 8 firms were deemed ineligible for contract award for not meeting the SBE/DVBE requirements, minimum eligibility criteria or passing the vehicle inspection.

C. Price Analysis

The six (6) firms that will be awarded 11 beats for a total of \$43,649,775.07 are in alphabetical order as follows:

Package A-Beats 3 & 43

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Navarro's Towing	\$7,530,460.00	\$6,439,335.98	\$7,530,460.00
Classic Tow, Inc. dba Tip Top Tow Service	\$7,646,983.96		
Neighborhood Towing 4 U, Inc.	\$7,926,007.32		

Package B-Beats 5 & 17

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Classic Tow, Inc. dba Tip-Top Tow Service	\$7,581,984.20	\$6,439,335.98	\$7,581,984.20
Neighborhood Towing 4 U, Inc.	\$7,926,007.32		

Package C- Beats 6 & 39 *

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Neighborhood Towing 4 U, Inc.	\$7,926,007.32	\$6,439,335.98	\$7,926,007.32
Classic Tow, Inc. dba Tip Top Tow Service	\$7,768,264.00		
Navarro's Towing	\$7,926,800.00		

Package F- Beats 18 & 38

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Bob & Dave's Towing, Inc.	\$8,243,687.38	\$7,080,523.84	\$8,243,687.38
Navarro's Towing	\$8,411,036.50		
Neighborhood Towing 4 U, Inc.	\$9,587,710.00		

Package G- Beats 20 & 37

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Safeway Towing Services, Inc. dba Bob's Towing	\$6,949,125.00	\$6,488,645.63	\$6,949,125.00
Navarro's Towing	\$7,588,125.00		
Bob & Dave's Towing, Inc.	\$7,711,931.25		
Classic Tow, Inc. dba Tip Top Tow Service	\$7,787,812.50		
Neighborhood Towing 4 U, Inc.	\$8,386,875.00		

Package K-Beat 31

BIDDER	BID AMOUNT	METRO ICE	AWARD AMOUNT
Hovanwil, Inc. dba Jon's Towing	\$5,418,511.17	\$4,860,858.70	\$5,418,511.17
Classic Tow, Inc. dba Tip Top Tow Service	\$5,957,757.50		
Neighborhood Towing 4 U, Inc.	\$6,650,520.00		

* For Package C (Beats 6 & 39), while Classic Tow, Inc. dba Tip Top Tow Service's bid was lower than Neighborhood Towing 4 U, Inc., Classic Tow, Inc. dba Tip Top Tow Service is not eligible for award because they would exceed the two-beat cap as they are being recommended for award on Package B (Beats 5 and 17). Therefore, Neighborhood Towing 4 U, Inc. is being recommended for award as the second lowest responsive, responsible bidder.

Pricing is deemed to be fair and reasonable based on the competitive bidding process. The towing industry has been greatly impacted by rising liability and workers compensation insurance premiums as well as a steady increase in the price of fuel, tow trucks, maintenance and repairs due to changing emissions standards. This coupled with Metro's living wage and minimum insurance limits with minimum insurer ratings requirements has resulted in some beat packages exceeding the ICE.

D. Background on Recommended Contractors

Bob & Dave's Towing, Inc.

The recommended firm, Bob & Dave's Towing has been a family-owned towing company since 1967 in Whittier, CA. Bob & Dave's has certified FSP operators and has been a Metro contractor for many years.

Classic Tow, Inc. dba Tip-Top Tow Service

The recommended firm, Classic Tow, Inc. dba Tip-Top Tow Service has been a provider of quality towing and roadside assistance in Santa Monica and surrounding communities since 1989. Classic Tow has certified FSP operators and has been a Metro contractor for many years.

Hovanwil, Inc. dba Jon's Towing

The recommended firm, Jon's Towing, located in Sun Valley, CA has been in business for 17 years, and is a leader in the towing industry. Jon's Towing has certified FSP operators and has been a Metro contractor for many years.

Navarro's Towing

The recommended firm, Navarro's Towing has served the Monterey Park, CA community since 2000. Navarro's Towing has certified FSP operators and has been a Metro contractor for many years.

Neighborhood Towing 4 U, Inc.

The recommended firm, Neighborhood Towing 4 U, Inc. has been conducting business in Los Angeles since 2000. Neighborhood Towing 4U has certified FSP operators and has been a Metro contractor for many years.

Safeway Towing, Inc. dba Bob's Towing

The recommended firm, Safeway Towing, Inc., dba Bob's Towing of La Puente, CA has been serving the community since 2001. Safeway Towing has certified FSP operators and has been a Metro contractor for many years.

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	Contract Number: Various, See Attachment C		
2.	Contractor: Various, See Attachment C		
3.	Mod. Work Description: General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage		
4.	Contract Work Description: Freeway Service Patrol Service		
5.	The following data is current as of: September 28, 2021		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Various	Contract Award Amount: Various, See Attachment C
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: Various, See Attachment C
	Original Complete Date:	N/A	Pending Modifications (including this action): Various, See Attachment C
	Current Est. Complete Date:	Various	Current Contract Value (with this action): Various, See Attachment C
7.	Contract Administrator: DeValory Donahue		Telephone Number: (213)-922-4147
8.	Project Manager: John Takahashi		Telephone Number: (213) 418-3271

A. Procurement Background

This Board Action is to approve an increase in Contract Modification Authority (CMA) for multiple firm, fixed unit rate contracts (see Attachment C-Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program and to extend their periods of performance to assure no gap in service.

The proposed CMA increase for 19 FSP general purpose lane contracts in the amount of \$7,250,000.00 will continue required towing services for the FSP program and extend the period of performance to support unanticipated events, redeployment, and support during freeway construction work, and service delivery until new FSP contracts are in place.

Attachment C-Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

B. Cost

For contract modifications that are required in the future, prices will be determined fair and reasonable based upon an independent cost estimate, fact-finding, technical analysis, and cost negotiations.

ATTACHMENT C
CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY
METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES
October 21, 2021

Beat	Contractor	Contract No.	Original Contract Value	Approved CMA	Requested CMA Increase	Revised Total CMA
3	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$1,735,532.00	\$565,000.00	\$2,300,532.00
5	Sonic Towing, Inc.	FSP3469500B5/17	\$1,808,057.00	\$1,505,000.00	\$365,000.00	\$1,870,000.00
6	Neighborhood Towing 4 U	FSP3469600B6	\$1,760,238.00	\$1,338,000.00	\$670,000.00	\$2,008,000.00
17	Sonic Towing, Inc.	FSP3469500B5/17	\$1,782,209.00	\$1,211,000.00	\$505,000.00	\$1,716,000.00
18	Bob & Dave's Towing, Inc.	FSP2690300FSP1418	\$2,486,760.00	\$1,655,000.00	\$605,000.00	\$2,260,000.00
20	Bob's Towing	FSP2836600FSP1420	\$2,292,530.00	\$1,211,000.00	\$480,000.00	\$1,691,000.00
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$1,900,391.00	\$460,000.00	\$2,360,391.00
27	Hovanwil, Inc. dba Jon's Towing	FSP3470400B27/39	\$2,594,126.00	\$1,090,000.00	\$195,000.00	\$1,285,000.00
29	Platinum Tow & Transport, Inc.	FSP3470600B29	\$3,012,024.00	\$345,000.00	\$350,000.00	\$695,000.00
31	Navarro's Towing	FSP3470700B31/50	\$2,909,952.00	\$845,000.00	\$300,000.00	\$1,145,000.00
33	Mid Valley Towing	FSP2851900FSP1433	\$1,671,437.00	\$1,598,143.00	\$320,000.00	\$1,918,143.00
37	Reliable Delivery Service	FSP3696000FSP1437	\$1,898,072.00	\$1,430,000.00	\$600,000.00	\$2,030,000.00
38	Steve's Towing	FSP38468001438	\$2,263,556.00	\$1,001,000.00	\$245,000.00	\$1,246,000.00
39	Hovanwil, Inc. dba Jon's Towing	FSP5966400FSPB39	\$2,152,353.00	\$1,228,000.00	\$325,000.00	\$1,553,000.00
42	Platinum Tow & Transport, Inc.	FSP2842100FSP1442	\$1,765,665.00	\$1,411,566.00	\$350,000.00	\$1,761,566.00
43	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$1,618,000.00	\$635,000.00	\$2,253,000.00
50	Navarro's Towing	FSP3470700B31/50	\$3,283,230.00	\$630,000.00	\$280,000.00	\$910,000.00
60	Freeway Towing, Inc.	FSP5768900B60	\$5,255,700.00	\$0.00	\$0.00	\$0.00
61	All City Tow Service	FSP5769100B61	\$4,741,020.00	\$0.00	\$0.00	\$0.00
Totals				\$21,752,632.00	\$7,250,000.00	\$29,002,632.00

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES

Contract No. FSP3469400B3/43		BEAT No. 3		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Change Service Start Date	Approved	5/10/2016	\$0.00
2	Add Funding and Period of Performance	Approved	5/20/2020	\$191,532.00
3	Add Funding and Period of Performance	Approved	7/19/2019	\$849,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	5/20/2020	\$240,000.00
6	Add Funding and Period of Performance	Approved	10/22/2020	\$210,000.00
7	Add Funding and Period of Performance	Approved	6/24/2021	\$245,000.00
	Modification Total			\$1,735,532.00
	Original Contract:			\$1,915,326.00
	Total:			\$3,650,858.00

CONTRACT No. FSP3469500B5/17		BEAT No. 5		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	6/27/2019	\$0.00
2	Add Funding and Period of Performance	Approved	7/18/2019	\$320,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00
4	Add Funding and Period of Performance	Approved	5/21/2020	\$490,000.00
5	Add Funding and Period of Performance	Approved	10/22/2020	\$240,000.00
6	Add Funding and Period of Performance	Approved	6/24/2021	\$455,000.00
	Modification Total			\$1,505,000.00
	Original Contract:			\$1,808,057.00
	Total:			\$3,313,057.00

CONTRACT No. FSP346960B6		BEAT No. 6		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	6/27/2019	\$0.00
2	Add Funding and Extend Period of Performance	Approved	7/18/2019	\$338,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00

4	Add Funding and Extend Period of Performance	Approved	5/21/2020	\$500,000.00
5	Add Funding and Extend Period of Performance	Approved	10/22/2020	\$180,000.00
6	Add Funding and Extend Period of Performance	Approved	6/24/2021	\$320,000.00
	Modification Total			\$1,338,000.00
	Original Contract:			\$1,760,238.00
	Total:			\$3,098,238.00

CONTRACT No. FSP2690300FSP14-18		BEAT No. 18		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Change Start Date	Approved	5/16/2015	\$0.00
2	Extend Period of Performance	Approved	5/16/2019	\$0.00
3	Extend Period of Performance	Approved	6/14/2019	\$0.00
4	Add Funding and Extend Period of Performance	Approved	8/1/2019	\$695,000.00
5	Service Reduction	Approved	4/3/2020	\$0.00
6	Service Reduction	Approved	7/6/2020	\$0.00
7	Add Funding and Extend Period of Performance	Approved	10/22/2020	\$280,000.00
8	Add Funding and Extend Period of Performance	Approved	11/9/2020	\$315,000.00
9	Add Funding and Extend Period of Performance	Approved	6/24/2021	\$365,000.00
	Modification Total:			\$1,655,000.00
	Original Contract:			\$2,486,760.00
	Total:			\$4,141,760.00

CONTRACT No. FSP2836600FSP1420		BEAT No. 20		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Add Funding and Extend Period of Performance	Approved	7/18/2019	\$211,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Extend Period of Performance	Approved	7/29/2020	\$200,000.00
4	Add Funding and Extend Period of Performance	Approved	10/22/2020	\$460,000.00
5	Add Funding and Extend Period of Performance	Approved	6/24/2021	\$340,000.00

	Modification Total:		\$1,211,000.00
	Original Contract:		\$2,292,530.00
	Total:		\$3,503,530.00

CONTRACT No. FSP2833200FSP1424		BEAT No. 24		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Extend Period of Performance	Approved	5/11/2018	\$0.00
2	Extend Period of Performance	Approved	8/3/2018	\$0.00
3	Add Funding and Extend Period of Performance	Approved	12/21/2018	\$175,391.00
4	Add Funding and Extend Period of Performance	Approved	5/17/2019	\$330,000.00
5	Extend Period of Performance	Approved	8/30/2019	\$0.00
6	Extend Period of Performance		9/27/2019	
7	Extend Period of Performance		10/31/2019	
8	Extend Period of Performance		11/27/2019	
9	Extend Period of Performance		12/6/2019	\$275,000.00
10	Service Reduction	Approved	4/3/2020	\$0.00
11	Add Funding and Extend Period of Performance	Approved	5/12/2020	\$580,000.00
12	Add Funding and Extend Period of Performance	Approved	11/9/2020	\$410,000.00
13	Add Funding and Extend Period of Performance	Approved	6/24/2021	\$130,000.00
	Modification Total:			\$1,900,391.00
	Original Contract:			\$1,753,911.00
	Total:			\$3,654,302.00

CONTRACT No. FSP34700400B27		BEAT No. 27		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Add Funding and Period of Performance	Approved	2/27/2020	\$355,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	10/22/2020	\$295,000.00
4	Add Funding and Period of Performance	Approved	6/24/2021	\$440,000.00
	Modification Total:			\$1,090,000.00
	Original Contract:			\$2,594,126.00
	Total:			\$3,684,126.00

CONTRACT No. FSP3470600B29		BEAT No. 29		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Period of Performance	Approved	4/17/2020	\$0.00
3	Service Reduction	Approved	7/2/2020	\$0.00
4	Add Funding and Period of Performance	Approved	10/22/2020	\$170,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$175,000.00
	Modification Total:			\$345,000.00
	Original Contract:			\$3,012,024.00
	Total:			\$3,357,024.00

CONTRACT No. FSP3470700B31/50		BEAT No. 31		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Add Funding and Period of Performance	Approved	5/21/2020	\$375,000.00
3	Service Reduction	Approved	7/6/2020	\$0.00
4	Add Funding and Period of Performance	Approved	10/22/2020	\$360,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$110,000.00
	Modification Total:			\$845,000.00
	Original Contract:			\$2,909,952.00
	Total:			\$3,754,952.00

CONTRACT No. FSP2851900FSP14-33		BEAT No. 33		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	6/12/2018	\$0.00
2	Add Funding and Period of Performance	Approved	1/9/2019	\$167,143.00
3	Add Funding and Period of Performance	Approved	5/17/2019	\$380,000.00
4	Add Funding and Period of Performance	Approved	7/25/2019	\$266,000.00
5	Service Reduction	Approved	4/3/2020	\$0.00
6	Add Funding and Period of Performance	Approved	7/23/2020	\$180,000.00
7	Add Funding and Period of Performance	Approved	10/22/2020	\$325,000.00
8	Add Funding and Period of Performance	Approved	6/24/2021	\$280,000.00
	Modification Total:			\$1,598,143.00
	Original Contract:			\$1,671,437.00

	Total:		\$3,269,580.00
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CONTRACT No. FSP363600FSP1437		BEAT No. 37		
Mod. No.	Description	Status	Date	\$ Amount
		(approved or pending)		
1	Add Funding and Period of Performance	Approved	7/18/2019	\$690,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/23/2020	\$200,000.00
4	Add Funding and Period of Performance	Approved	10/22/2020	\$330,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$210,000.00
	Modification Total:			\$1,430,000.00
	Original Contract:			\$1,898,072.00
	Total:			\$3,328,072.00

CONTRACT No. FSP38468001438		BEAT No. 38		
Mod. No.	Description	Status	Date	\$ Amount
		(approved or pending)		
1	Add Funding and Period of Performance	Approved	7/18/2019	\$106,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/29/2020	\$215,000.00
4	Add Funding and Period of Performance	Approved	10/22/2020	\$475,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$205,000.00
	Modification Total:			\$1,001,000.00
	Original Contract:			\$2,263,556.00
	Total:			\$3,264,556.00

CONTRACT No. FSP5966400FSP39		BEAT 39		
Mod. No.	Description	Status	Date	\$ Amount
		(approved or pending)		
1	Add Funding and Period of Performance	Approved	7/18/2019	\$253,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	5/26/2020	\$470,000.00
4	Add Funding and Period of Performance	Approved	10/22/2020	\$170,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$335,000.00
	Modification Total:			\$1,228,000.00
	Original Contract:			\$2,152,353.00
	Total:			\$3,380,353.00

CONTRACT No. FSP2842100FSP14-42		BEAT 42		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	7/10/2018	\$0.00
2	Add Funding and Period of Performance	Approved	12/18/2018	\$176,566.00
3	Add Funding and Period of Performance	Approved	7/18/2019	\$585,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	7/31/2020	\$100,000.00
6	Add Funding and Period of Performance	Approved	10/22/2020	\$345,000.00
7	Add Funding and Period of Performance	Approved	6/24/2021	\$205,000.00
	Modification Total:			\$1,411,566.00
	Original Contract:			\$1,765,665.00
	Total:			\$3,177,231.00

CONTRACT No. FSP6064300FSPB43		BEAT No. 43		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Add Funding and Period of Performance	Approved	7/18/2019	\$828,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	5/21/2020	\$300,000.00
4	Service Reduction	Approved	4/3/2020	\$240,000.00
5	Add Funding and Period of Performance	Approved	5/21/2020	\$250,000.00
	Modification Total:			\$1,618,000.00
	Original Contract:			\$1,915,326.00
	Total:			\$3,533,326.00

CONTRACT No. FSP3470700B31/50		BEAT No. 50		
Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Add Funding and Period of Performance	Approved	5/21/2020	\$220,000.00
3	Service Reduction	Approved	7/6/2020	
4	Add Funding and Period of Performance	Approved	10/22/2020	\$280,000.00
5	Add Funding and Period of Performance	Approved	6/24/2021	\$130,000.00
	Modification Total:			\$630,000.00
	Original Contract:			\$3,283,230.00
	Total:			\$3,913,230.00

DEOD SUMMARY

METRO FREEWAY SERVICES PATROL/VARIOUS BEATS

A. Small Business Participation (Award)

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. For Beats 3 and 43, Navarro's Towing made a 97% SBE and 3% DVBE commitment. For Beats 5 and 17, Classic Tow, dba Tip Top Tow made a 5.98% SBE and 6.24% DVBE commitment. For Beats 6 and 39, Neighborhood Towing 4U made a 95% SBE and 3% DVBE commitment. For Beats 18 and 38, Bob & Dave's Towing made a 94% SBE and 6% DVBE commitment. For Beats 20 and 37, Safeway Towing Services, Inc., dba Bob's Towing made a 3.02% SBE and 3.45% DVBE commitment. For Beat 31, Hovanwil, Inc., dba Jon's Towing made a 94% SBE and 3.6% DVBE commitment.

Beat 3 and 43 – Navarro's Towing

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 97% DVBE 3%
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	SBE Subcontractors	% Committed
1.	Navarro's Towing (SBE Prime)	97%
	Total SBE Commitment	97%

	DVBE Subcontractors	% Committed
1.	Hunter Tires Inc.	3%
	Total DVBE Commitment	3%

Beat 5 and 17 – Classic Tow, dba Tip Top Tow

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 5.98% DVBE 6.24%
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	SBE Subcontractors	% Committed
1.	Hunter Tires, Inc.	3.37%
2.	JCM & Associates, Inc., dba Blue Goose Uniforms	0.60%
3.	Bob and Dave's Towing	2.01%
	Total SBE Commitment	5.98%

	DVBE Subcontractors	% Committed
1.	Oasis Fuel, Inc.	1.21%
2.	Warrior Fuel Corporation	5.03%
	Total DVBE Commitment	6.24%

Beat 6 and 39 – Neighborhood Towing 4U

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 95% DVBE 3%
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	SBE Subcontractors	% Committed
1.	Neighborhood Towing 4U (SBE Prime)	95%
	Total SBE Commitment	95%

	DVBE Subcontractors	% Committed
1.	Oasis Fuel, Inc.	3%
	Total DVBE Commitment	3%

Beat 18 and 38 – Bob & Dave’s Towing

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 94% DVBE 6%
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	SBE Subcontractors	% Committed
1.	Bob & Dave’s Towing (SBE Prime)	94%
	Total SBE Commitment	94%

	DVBE Subcontractors	% Committed
1.	J316 Builder	1.14%
2.	Hunter Tires Inc.	1.86%
3.	Warrior Fuel Corporation	3.00%
	Total DVBE Commitment	6.00%

Beat 20 and 37 – Safeway Towing Services, Inc. dba Bob’s Towing

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 3.02% DVBE 3.45%
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	SBE Subcontractors	% Committed
1.	Hunter Tires Inc.	3.02%
	Total SBE Commitment	3.02%

	DVBE Subcontractors	% Committed
1.	Oasis Fuel, Inc.	3.45%
	Total DVBE Commitment	3.45%

Beat 31 – Hovanwil, Inc., dba Jon’s Towing

Small Business Goal	SBE 3% DVBE 3%	Small Business Commitment	SBE 94% DVBE 3.6%
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	SBE Subcontractors	% Committed
1.	Hovanwil, Inc, dba Jon’s Towing (SBE Prime)	94%
	Total SBE Commitment	94%

	DVBE Subcontractors	% Committed
1.	Oasis Fuel, Inc.	3.60%
	Total DVBE Commitment	3.60%

B. Small Business Participation (Modification)

Of the 19 FSP contracts included in this modification, Contractors made Small Business Enterprise (SBE) commitments for 15 Beats, 9 of which are meeting or exceeding their SBE commitment(s) and 9 of which are SBE Primes.

The FSP Contractors for Beats 27, 33, 38, and 39 did not make SBE commitments and have no SBE participation. These contracts were procured prior to the 2016 legislative change to the Public Utilities Code that authorized meeting the SBE goal as a condition of award for non-federal IFB procurements.

The FSP Contractors for Beats 3, 31, 43, 50, 60, and 61 have participation levels below their respective commitment levels and are in shortfall. Metro’s Project Manager worked closely with DEOD in reviewing corrective action plans submitted by these Contractors, and confirmed that service increases as proposed toward a return to pre-pandemic levels should significantly improve participation of small business subcontractors.

For Beats 3 and 43, Disco Auto Sales dba Hollywood Car Carrier (HCC) made a 10.20% SBE commitment on each, which are 93% and 100% complete, respectively. Current SBE participation is 0.85% and 0.72%, representing shortfalls of 9.35% and 9.48%, respectively. HCC explained that their shortfalls result from their SBE firm being decertified prior to the execution of a sub agreement. To mitigate the shortfalls, HCC added an SBE tire provider and an SBE fuel supplier/broker which increased their level of participation from 0.11% to 0.85% and 0.00 to 0.72% for both beats, respectively. As of September 23, 2021, Oasis Fuels added Fuel Wholesalers NAICS codes to their SBE certification. HCC will receive 60% SBE credit for their fuel supplies (applicable to all FSP Contractors using Oasis Fuels) and projects that it will meet its SBE commitment by the end of contract.

For Beats 31 and 50, Navarro’s Towing made a 6.00% SBE commitment on each, which are 99% and 92% complete, respectively. Current SBE participation is 2.30% and 3.46%, representing shortfalls of 3.70% and 3.46%, respectively. Navarro’s

Towing became SBE certified June 22, 2021 and is in the process of adding a certified fuel supplier, which will significantly increase their level of participation on both beats.

For Beat 60, Freeway Towing made a 7.23% SBE and 3.42% DVBE commitment. The project is 67% complete. Current SBE participation is 5.38% and DVBE participation is 3.67%, representing an SBE shortfall of 1.85% while exceeding the DVBE commitment by 0.25%. Freeway Towing explained that their SBE subcontractor, Casanova Towing Equipment, Inc.'s services were impacted by mobility restrictions due to COVID-19, which delayed post-warranty repairs for their trucks. Freeway Towing further explained that their FSP trucks are due for maintenance services and expects to meet its SBE commitment.

For Beat 61, All City Tow Service, made a 7% SBE and 3.24% DVBE commitment. The project is 45% complete. Current SBE participation is 0.00% and current DVBE participation is 0.08%, representing shortfalls of 7% SBE and 3.16% DVBE. All City Tow Service explained that their shortfall resulted from their SBE firm being decertified prior to the execution of a sub agreement. All City Tow Services is in the process of adding an SBE Insurance Broker and an additional SBE fuel supplier. All City Towing further explained that DVBE subcontractor, Arciero & Sons Inc.'s services were impacted by mobility restrictions (60% service reduction) due to COVID-19, which delayed post-warranty repairs for their trucks. The Prime also stated that while the reduction in services eliminated the need to purchase uniforms in the past 2 years, it will continue to work with DVBE subcontractor Image Gear dba Reflective Stripe to procure uniforms during the proposed contract extension.

Notwithstanding, Metro Project Managers and Contract Administrators will continue to meet bi-monthly with DEOD and the FSP Contractors in shortfall to review participation levels and ensure that they are on schedule to meet or exceed their SBE/DVBE commitments. These key stakeholders have access to Metro's online monitoring system and will make real-time recommendations to correct any future issues impeding achievement of SBE/DVBE commitments.

Beat 3 – Disco Auto Sales dba Hollywood Car Carrier

	SBE Contractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuels	10.20%	0.00%
2.	Hunter Tires	Added	0.13%
3.	Oasis Fuels	Added	0.19%
4.	Manatek Commercial Insurance Services	Added	0.53%
	Total	10.20%	0.85%

Beat 5 – Sonic Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Sonic Towing, Inc. (SBE Prime)	-	76.33%
	Total	16.70%	76.33%

Beat 6 – Neighborhood Towing 4U

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Neighborhood Towing 4U, Inc. (SBE Prime)	-	54.66%
	Total	16.70%	54.66%

Beat 17 – Sonic Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Sonic Towing (SBE Prime)	-	74.73%
	Total	16.70%	74.73%

Beat 18 – Bob & Dave’s Towing

	SBE Contractor(s)	% Commitment	% Participation
1.	Deborah Dyson Electrical	4.95%	7.42%
2.	JCM & Associates	0.07%	0.44%
	Total	5.02%	7.86%

Beats 20 – Safeway Towing Services, Inc. dba Bob’s Towing

	SBE Contractor(s)	% Commitment	% Participation
1.	Bob’s Towing (SBE Prime)	100%	100%
	Total	100%	100%

Beat 24 – T.G. Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	T. G. Towing, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

Beats 29 and 42 – Platinum Tow & Transport

	SBE Contractor(s)	% Commitment	% Participation
1.	Platinum Tow & Transport (SBE Prime)	100%	100%
	Total	100%	100%

Beat 31 – Navarro’s Towing, LLC

	SBE Contractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	6.00%	0.00%
2.	Navarro’s Towing, LLC (SBE Prime)	Added	2.30%
	Total	6.00%	2.30%

Beat 37 – Reliable Delivery Service

	SBE Contractor(s)	% Commitment	% Participation
1.	Reliable Delivery Service (SBE Prime)	100%	100%
	Total	100%	100%

Beat 43 – Disco Auto Sales dba Hollywood Car Carrier

	SBE Contractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	10.20%	0.00%
2.	Hunter Tires	Added	0.11%
3.	Oasis Fuels	Added	0.16%
4.	Manatek Commercial Insurance Services	Added	0.45%
	Total	10.20%	0.72%

Beat 50 – Navarro’s Towing, LLC

	SBE Contractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	6.00%	0.00%
2.	Navarro’s Towing, LLC (SBE Prime)	Added	2.54%
	Total	6.00%	2.54%

Beat 60 – Freeway Towing, Inc.

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment, Inc.	6.79%	4.93%
2.	Manatek Commercial Insurance Services, Inc.	0.44%	0.45%
	Total	7.23%	5.38%

	DVBE Subcontractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	3.42%	3.67%
	Total	3.42%	3.50%

Beat 61 – All City Towing

	SBE Contractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment, Inc.	7.00%	0.00%
	Total	7.00%	0.00%

	DVBE Subcontractor(s)	% Commitment	% Participation
1.	Arciero and Sons	1.39%	0.00%
2.	Image Gear dba Reflective Stripe	0.56%	0.02%
3.	Oasis Fuels, Inc.	1.29%	0.06%
	Total	3.24%	0.08%

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

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$22.67 per hour (\$17.00 base + \$5.67 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy).

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

E. Project Labor Agreement/Construction Careers Policy

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

Attachment F



**Board Report**

File #: 2021-0666, **File Type:** Program**Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021****SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

ISSUE

In August 2021, the California Transportation Commission (CTC) adopted the 2022 State Transportation Improvement Program (STIP) Fund Estimate, which provides new funding capacity over the five-year STIP period from Fiscal Year (FY) 2023 through FY 2027. As such, Metro is charged with preparing and managing the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. The RTIP must be adopted by the Board prior to the December 15, 2021 RTIP submittal deadline to the CTC to program funds in the 2022 STIP.

BACKGROUND

The STIP is a five-year capital improvement program of transportation projects that is updated every two years (the last STIP was adopted by the CTC in March 2020). The STIP contains two portions. The first portion, the RTIP, accounts for 75% of the total STIP and is programmed by County Transportation Commissions, such as Metro. The second portion is the Interregional Transportation Improvement Program (ITIP), which consists of the remaining 25% of the STIP and is developed by Caltrans. The CTC adopted STIP Fund Estimate identifies available RTIP funding shares by each county of California for programming over the five-year STIP period. The RTIP portion is the subject of the recommendations of this report.

DISCUSSION

Metro staff proposes to request RTIP funding of a total of \$53,830,000 for Mobility Improvement Projects (MIPs), previously approved by the Board ([file # 2019-0245](#))

<https://metro.legistar.com/LegislationDetail.aspx?ID=4136467&GUID=B480634A-20D0-4FA3-9CE6-1A20E1E2B7DB&Options=&Search=>>), for the Los Angeles County projects in lieu of previously programmed funding for the SR-710 North project. The request will be made in the form of advanced programming of future funding shares, as the current STIP fund estimate for Los Angeles County is zero, due to successful requests for advance programming in the previous two STIP cycles. Staff also proposes to request \$6,684,000 in funds that have been reserved for Planning, Programming, and Monitoring. The total request is \$60,514,000. Also included in the submittal are program schedule amendments to three previously programmed projects to allow prudent delivery of projects.

Caltrans is responsible for developing the ITIP, consistent with the Interregional Transportation Strategic Plan (ITSP), which the CTC adopts as a component of the STIP. Staff worked with Caltrans District 7 to propose projects in LA County for the 2022 ITIP to be considered by Caltrans Headquarters to be included in their Draft 2022 ITIP.

USC Medical Center Project, LA County/Soto St. Project, LA City:

Two Mobility Improvement Projects are proposed for RTIP funding as part of a large package of Transportation System Management projects to be developed in lieu of the SR-710 North freeway extension project, which was cancelled by the Metro Board due to community opposition from residents near the proposed alignment, some of which also include Equity Focus Communities.

The two projects proposed by the City and County of Los Angeles are streetscape projects, which will provide new and improved active transportation improvements. The Soto Street project will address a bottleneck by adding a safety median and a new lane in one direction, plant new trees, and widen sidewalks. The USC Medical Center project will improve pedestrian crossings and Metro J Line (formerly Silver Line).

DETERMINATION OF SAFETY IMPACT

Approval of the 2022 RTIP for Los Angeles County will have no negative impact to Metro patrons or employees. The 2022 RTIP fulfills prior and anticipated commitments of the Long-Range Transportation Plan and the Measure M Expenditure Plan.

FINANCIAL IMPACT

The CTC Fund Estimate contains a zero-funding share target for Los Angeles County, as previous years' advance programming continues to be directed to offset previous cycles' advances. However, STIP guidelines allow for Metro to continue drawing Planning, Programming, and Monitoring funding and request additional advances up to our maximum funding share target of \$57,061,000. Following CTC action on the 2022 RTIP in March 2022, staff will include the programmed resources in the corresponding budgets.

Impact to Budget

The 2022 RTIP includes funding for FY 2023 through FY 2027 and has no impact to the FY22

budget.

EQUITY PLATFORM

The projects and their equity impacts are described below.

USC Medical Center Project, LA County/Soto St. Project, LA City:

Both of these projects are located in or near Equity Focus Communities, and residents in these areas are expected to receive the primary safety and streetscape benefits. Secondary benefits are anticipated to accrue to USC Medical Center patients and employees, and longer-distance cyclists traveling to or through the area.

Each of the two project sponsors are planning additional community engagement and are responsible to their agencies to conduct equitable outreach and responsive planning.

Typical outreach for the County of Los Angeles includes:

- Outreach materials in both English and other predominant languages of the communities along the project corridor;
- Collaboration with key stakeholders from Community-Based Organizations, Service Organizations, churches, special needs groups, advocacy groups, local schools, and arts community members;
- Participation in community events and set up information tables and workshops at schools and/or activity centers to promote the project and solicit feedback; and
- Mobile friendly project website and social media outlets

Planning, Programming, and Monitoring:

The State sets aside 5% of RTIP funds for planning activities. Metro uses this funding to support the Countywide Planning Department's labor and professional services budget. At this time, there are no equity concerns anticipated as a part of this funding action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan goal #1 to "provide high-quality mobility options that enable people to spend less time traveling" by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2022 RTIP. This option is not recommended as it would defer the potential programming and access to up to \$60,680,000 in RTIP funds within the 2022 STIP period for the new projects proposed. Additionally, failure to adopt the RTIP could cause negative impacts to the delivery of existing RTIP projects that require programming amendments to align RTIP funding with their current schedules.

NEXT STEPS

With Board approval of staff's recommendation, staff will proceed with and monitor the following steps to securing the 2020 LA County RTIP submittal:

- Submit RTIP request to CTC - December 15, 2021
- CTC publishes staff recommendations - February 28, 2022
- CTC adopts STIP - March 23-24, 2022

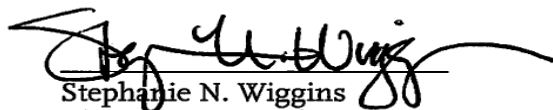
ATTACHMENTS

Attachment A - 2022 LA County RTIP Summary and Program

Attachment B - 2022 LA RTIP Project Descriptions

Prepared by: Dominica Smith, Manager, Countywide Planning & Development, (213) 922-2795
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

2022 Los Angeles Regional Transportation Improvement Program Project Descriptions

LA County + USC Medical Center Mobility Improvements - Valley Blvd Multimodal Transportation Improvements RTIP Request: \$27,500,000

Design and construct multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of-way to accommodate sidewalks and transit stop amenities and access improvements; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.

City of Los Angeles Soto St. Widening (Multnomah St. to Mission Rd.) RTIP Request: \$26,330,000

Located within the City of Los Angeles on Soto Street between Multnomah Street and Mission Road. This project's scope of work will: (1) Widen Soto St between Multnomah St and North Mission Rd (0.6 mile) from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; (2) Widen existing sidewalks from 4 ft to 8 ft for wheelchair accessibility; (3) Construct Class II bike lane in both directions, pedestrian lighting, a new striped median, and shoulders on both sides of the street.

Planning, Programming, and Monitoring (PPM) RTIP Request: \$6,684,000

Planning, Programming, and Monitoring (PPM) funds are used to fund the planning activities of Metro. Funds are proposed for FY25 and FY 26.



2022 Regional Transportation Improvement Program

Planning and Programming Committee

November 17, 2021



Metro

Recommendation

Approve the 2022 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which includes:

- Up to \$60,514,000 in new programming, and
- The submittal of the 2022 RTIP program to the California Transportation Commission (CTC).

Background

- The county RTIPs are 75% of the State Transportation Improvement Program (STIP):
 - Every two years, Metro prepares and approves the RTIP for LA County.
 - The 2022 RTIP programs the region's RTIP formula shares for the 2022 STIP period from Fiscal Year (FY) 2023 through FY 2027.
 - California Transportation Commission (CTC) adopts through their 2022 STIP process.

2018 RTIP Success and Reduced Capacity

2018 RTIP

\$317 M
County Shares

\$110 M
Max Target
Advance
(from future shares)

2020 RTIP

\$0 M
County Shares

\$46.34 M
Max Target
Advance
(from future shares)

2022 RTIP

\$0 M
County Shares

\$57 M
Potential Max
Target Advance
(from future shares)



Metro

2022 Programming Priorities

Consistent with Evaluative Criteria Framework, Measure M, Measure R and LRTP Priorities:

- Funding Program Alignment/Readiness/Competitiveness
- Low Risk Tolerance for Use of Formula Funds
- Geographic Balance
- Consistent with Board Policies and Directives, LRTP and RTP

Equity Assessment Approval

Proposed 2022 RTIP (\$ in thousands)

PROPOSED PROGRAMMING	Prior	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total
No Change							
Bus Acquisition Project #2		17,096					17,096
East San Fernando Valley Transit Corridor Project	72,819	167,509					240,328
SR 71 (North Segment)			20,000				20,000
Planning, Programming & Monitoring		2,836	2,836	3,425			9,097
Subtotal No Change	72,819	187,441	22,836	3,425			286,521
Reprogramming (Schedule Only)							
Bus and Bus Infrastructure #2 (A)				40,749			40,749
Bus and Bus Infrastructure #2 (B)			500				500
SR 138 Segment 4	11,950		20,000				31,950
SR 138 Segment 13	17,800		40,300				58,100
Subtotal Reprogramming	29,750		60,800	40,749			131,299
New Requests							
LA County, USC Medical Center Mobility Improvements					27,500		27,500
LA City, Soto St. Widening Project					26,330		26,330
Planning, Programming & Monitoring					3,342	3,342	6,684
Subtotal New Requests					57,172	3,342	60,514
TOTAL PROPOSED PROGRAMMING	102,569	187,441	83,636	44,174	57,172	3,342	478,334

**Board Report**

File #: 2021-0521, **File Type:** Contract**Agenda Number:** 8.

**PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 17, 2021****SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through June 30, 2022.

ISSUE

This is a request to authorize the necessary additional funds to professional services Contract No. AE5999300. A Contract Modification is necessary as additional Conceptual Engineering (CE) and technical analysis is needed for the Draft EIS/EIR in response to FTA comments and in coordination with Metro Departments and direction from Metro's Senior Leadership. The additional work will also help to inform and support the Final EIS/EIR once the Locally Preferred Alternative (LPA) is selected by the Board, currently anticipated in January 2022. As the additional work is part of a separate, but related, work effort from the Final EIS/EIR, extending the period of performance through June 30, 2022 is necessary. Delaying this additional work to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

BACKGROUND

The West Santa Ana Branch (WSAB) Project (Attachment A) 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. 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.

Due to the environmental complexity of the Project, additional Contract Modification Authority (CMA)

was granted for this Project in July 2019 (2019-0218). Since then, staff has continued to advance the conceptual plans and environmental analysis for the Project requiring additional modifications to the Contract as well as to extend the contract period of performance from April 30, 2021 through December 31, 2021. Board approval is required to execute this modification.

DISCUSSION

A critical path to environmentally clearing the Project is continued close coordination with the Federal Transit Administration (FTA). As the lead federal agency for Metro projects, the FTA is responsible for National Environmental Policy Act (NEPA) compliance and review. The FTA Region 9 Regional Administrator's signature is required on both the Draft EIS/EIR and the Final EIS/EIR prior to publication. Although Metro staff works closely with the FTA throughout the planning and environmental process, FTA is most involved with the review of the Draft EIS/EIR and Final EIS/EIR prior to publication of the documents. It is not unusual for the Draft EIS/EIR and Final EIS/EIR documents, and accompanying technical reports, to undergo several rounds of FTA review prior to publication. Over the past year, staff has received numerous additional comments and direction from the FTA and Metro Departments, resulting in additional technical and environmental work needed to complete the Draft EIS/EIR.

Additionally, a separate, but related work effort will be undertaken at the direction of Metro Senior Leadership, to provide an additional evaluation of implementation strategies to help inform the Board in the selection of the LPA. The additional work will also help to inform and support the analysis conducted in the Final EIS/EIR. The Board is currently anticipated to select the LPA for the Project and authorize the contract option for the Final EIS/EIR in January 2022. Major tasks included in the Modification 13 scope of work include:

- Update Environmental Impact Reports and Draft EIS/EIR in response to FTA and Metro Department comments;
- Additional workshops with the FTA to resolve their comments on the Draft EIS/EIR;
- Respond to stakeholder issues and comment letters through the preparation of draft letters and/or memoranda to stakeholders;
- Update other (non-environmental) reports to be consistent with the latest project description in support of the Draft EIS/EIR;
- Draft outline and review Cost and Financial Appendix;
- Prepare SCAG Air Conformity Memorandum;
- Prepare text comparing 2016 vs 2020 SCAG Regional Transportation Plan (RTP) for the Draft EIS/EIR;
- Update Slauson/A Line Station Plans;
- Update Pioneer Station Crossover Engineering Plans and Environmental Analysis;
- Additional evaluation of implementation strategies; and
- Additional Planning and Technical Meetings.

DETERMINATION OF SAFETY IMPACT

These actions will not impact the safety of Metro customers and/or employees because this Project is

in the planning process phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The FY 2021-22 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. The fund source for the above activity is Measure R 35%. 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

If selected by the Board, this Project will benefit communities through the addition of a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. Approval of the contract modification will allow staff to complete the Draft EIS/EIR on schedule, which will be followed by a public review period allowing the corridor communities and other stakeholders the opportunity to provide their comments and feedback on the Project. The public review period was extended from 45-days to 60-days to allow the public additional time to review and comment on the document.

Various Project Measures and Mitigation Measures have been developed as part of the environmental document to mitigate potential impacts related to construction and/or operation of the Project. In addition, Metro has developed the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP) to help cities maximize the transit investment that will be made in the corridor and to ensure that communities along the corridor equitably benefit from the investment. Metro will also be pursuing Transit Oriented Communities (TOC) Corridor Baseline Assessments for all Metro transit corridors, starting with Measure M, 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.

Since initiating the Project study, Metro has conducted extensive outreach efforts with corridor communities and other stakeholders for a greater understanding of any potential harm or burdens that may potentially result from the Project. Targeted outreach efforts have been made to reach out to people of color, low-income, and limited English proficiency populations, and persons with disabilities. As a result of the comments received during the scoping process, as well as ongoing coordination with the corridor cities and continued technical analysis, several changes were made to the Project Definition. Additionally, Metro has introduced numerous efforts, such as the upcoming TOC Corridor Baseline Assessments, TOC Grant Writing Assistance Program, and the upcoming TOC Technical Assistance Program to support communities in equitably leveraging the transit investments and preparing for potential unintended consequences of gentrification and displacement to improve

equitable TOC outcomes for the WSAB corridor communities.

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 not to approve the recommended contract modification. However, this alternative is not recommended, as this would impact the project's environmental clearance schedule and would pose significant delays to the overall project schedule and increase the risk of not meeting the Project's Measure M timeline.

NEXT STEPS

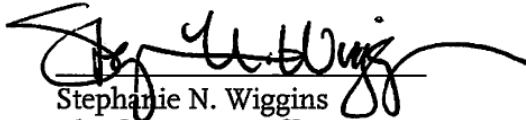
Upon Board approval, staff will execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. for technical services to perform the necessary additional environmental analyses, and evaluation of implementation strategies. The findings of the Draft EIS/EIR are anticipated to be presented to the Board in January 2022.

ATTACHMENTS

- Attachment A - WSAB Build Alternatives Map
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

Prepared by: Matthew Abbott, Principal Transportation Planner, Countywide Planning & Development, (213) 922-3071
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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

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.

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: Additional conceptual engineering, environmental review and technical analysis to complete the Environmental Impact Statement/Environmental Impact Report (EIS/EIR).		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: November 5, 2021		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/16	Contract Award Amount: \$9,392,326
	Notice to Proceed (NTP):	09/26/16	Total of Modifications Approved: \$19,091,710
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$1,302,845
	Current Est. Complete Date:	06/30/22	Current Contract Value (with this action): \$29,786,881
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Matt Abbott		Telephone Number: (213) 922-3071

A. Procurement Background

This Board Action is to approve Contract Modification No. 13 issued for additional conceptual engineering, environmental review and technical analysis to complete the Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor. This Modification will also extend the period of performance through June 30, 2022.

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

On September 26, 2016, the Board awarded a firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor.

Twelve modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding and negotiations. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated
\$1,302,862	\$1,348,900	\$1,302,845

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	10/20/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS (EIR/EIS) for the West Santa Ana Branch Transit Corridor.	Approved	06/28/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	01/09/19	\$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$494,230
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	\$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	Approved	07/25/19	\$6,476,982
8	No cost descoping and rescoping of tasks.	Approved	10/31/19	\$0
9	No cost reallocation of tasks.	Approved	03/24/20	\$0
10	Additional conceptual engineering and technical analysis associated with design changes to I-105/C	Approved	09/22/20	\$477,320

	Line and extension of period of performance (POP) through 04/30/21.			
11	Extension of POP through 10/31/21.	Approved	03/30/21	\$0
12	Extension of POP through 12/31/21.	Approved	10/14/21	\$0
13	Additional conceptual engineering, environmental review and technical analysis to complete the Environmental Impact Statement/Environmental Impact Report and extension of POP through 06/30/22.	Pending	Pending	\$1,302,845
	Modification Total:			\$20,394,555
	Original Contract:	Approved	09/26/16	\$9,392,326
	Total:			\$29,786,881

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The project is 85% complete and the current DBE participation is 23.01%, representing a shortfall of 2.02%. A shortfall mitigation plan was requested and received. WSP explained that their 25.03% DBE commitment assumes authorization of Scenario 1 – Option 2 of the contract, which has not been executed by Metro but is necessary for the DBE goal to be met. WSP contends that they anticipate Option 2 being executed in Fall 2021, which will increase the DBE utilization. Further, the current modification includes a higher DBE percentage and once invoiced, the DBE utilization will increase. WSP projects that they will meet or exceed their 25.03% DBE utilization commitment.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	DBE 25.03%	Small Business Participation	DBE 23.01%
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA, Inc.	Black American	1.66%	2.18%
2.	Cityworks Design	Hispanic American	3.68%	3.69%
3.	Connetics Transportation Group	Asian-Pacific American	0.79%	0.54%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.79%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.86%
6.	Lenax Construction	Caucasian Female	2.31%	2.16%
7.	Terry A. Hayes Associates	Black American	11.40%	5.76%

8.	Translinks Consulting	Asian-Pacific American	3.76%	2.54%
9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.06%
10.	Del Richardson & Associates	Black American	Added	1.34%
11.	Dunbar Transportation Consulting LLC	Caucasian Female	Added	0.22%
12.	Wiltec	Black American	Added	0.50%
13.	RSE Corporation (formerly Rail Surveyors and Engineers Inc.)	Asian-Pacific American	Added	1.84%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.53%
	Total		25.03%	23.01%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Planning & Programming Committee : November 17, 2021

File 2021-0521



Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 12 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through January 31, 2022.

Project Overview

- > 19-mile corridor
- > Up to 12 new stations
- > Up to 5 new park & ride facilities
- > **Study Area:** 98 square miles

Study Area	Current	Projected (2042)
Pop.	1.4 M	1.6 M
Emp.	618,500	746,000

Metro Travel Demand Model 2017 to 2042

- > Populations and employment densities are **five times higher than LA County**



Contract Modification No. 12

- Additional technical and environmental work including, but not limited to, the following:
 - Update environmental and other non-environmental reports in response to FTA and Metro Department comments
 - Additional workshops to resolve FTA comments
 - Respond to stakeholder issues and comment letters through preparation of draft letters and/or memoranda to stakeholders
 - Prepare SCAG Air Conformity Memorandum
 - Additional Evaluation of Implementation Strategies

Project Consistency with Agency Goals and 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
 - Goal #3 – Enhance communities and lives through mobility and access to opportunity
 - Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization
- Selection of the LPA anticipated at the January 2022 Board meeting



Board Report

File #: 2021-0630, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 17, 2021

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023 (Attachment B-1); and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four (Attachment B-1).

ISSUE

In September 2013, the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2.5 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In June 2021, the Metro Board approved the initiation of Cycle Four of the Open and Slow Streets Grant Program (Attachment C) and increased the annual funding allocation to \$2.5 million. The Cycle Four recommendation includes funding for 13 new events and supplemental programmatic elements, for a total of \$5 million over 2 calendar years. This funding recommendation is within the approved framework of an annual allocation of up to \$2.5 million. Board approval is necessary to program the funds to 13 Cycle Four events and authorize reprogramming of any Cycle Three and FY2020 Mini-Cycle funding towards the next highest scored Cycle Four event(s).

BACKGROUND

Open and Slow Street events are temporary occurrences funded by grants that close public streets to

automobile traffic and open them for bicyclists and pedestrians to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time. In addition, the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One, Two, Three, and FY2020 Mini-Cycle Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County. At the June 2014 meeting, the Board awarded \$3.7 million to 12 events for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 events for Cycle Two. At the September 2018 meeting, the Board awarded \$4.53 million to 15 events and passed a motion for staff to create a \$1 million dollar Mini-Cycle in FY2020 to account for the large number of unfunded Cycle Three applications received. At the May 2019 meeting, the Board awarded \$1.05 million to 5 additional events for the FY2020 Mini-Cycle. To date 35 Open Street events awarded funding in Cycle One, Two, Three and the FY2020 Mini-Cycle have been implemented totaling nearly 218 miles of car-free streets. Nine (9) additional Cycle Three and FY2020 events repurposed their grant funding toward the Slow Streets concept.

COVID-19 Impact and Slow Streets Concept

In response to the COVID-19 Pandemic, Los Angeles County entered in to the “Safer at Home Order” on March 20, 2020. As a result, all Cycle Three and Mini-Cycle events were postponed to later dates indefinitely.

During the Regular Board meeting held May 28, 2020, the Metro Board of Directors approved Motion 2020-0375 authorizing the CEO to negotiate administrative scope changes to awarded Cycle Three and Mini-Cycle events, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs including:

- Expanding one-day events to longer-term temporary traffic interventions,
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences,
- Creating spaces within the public right-of-way to support economic activity such as dining and vending, and
- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

In November 2020, staff submitted a Board Box report outlining the plan to extend Cycle Three and the Mini-Cycle through December 31, 2021 allowing awarded grantees to produce their events after the pandemic related restrictions on large gatherings had been lessened or consider reprogramming the awarded funding for the new Slow Street concept. As of November 2021, all but two (2) of the remaining Cycle Three and 2020 Mini-cycle grantees have executed an amendment to their previously executed MOU to produce their previously approved Open Street with slight modifications or reprogram their funding toward Slow Streets.

Based on the Board Motion at the June 2021 Board meeting, staff recommended allowing applicants to propose Slow Streets events, traditional Open Street events or a combination of multi-day and extended route events in Cycle Four. Three such Cycle Four applications were received.

DISCUSSION

Outreach

Following June 2021 Board authorization to release the Cycle Four Application and Guidelines, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), and the Technical Advisory Committee (TAC). Staff released the Cycle Four Open and Slow Streets Grant Application and Guidelines online on July 27, 2021 and subsequently hosted a virtual Open Streets Program Workshop on August 18, 2021. The workshop included information on the program and a review of the Cycle Four Guidelines, a question-by-question review of the Cycle Four Application and provided step-by-step instructions on how to apply for grant funding. Over 150 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and/or hosted. Additional grant writing assistance was provided to resource challenged jurisdictions.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen Score and Metro Equity Focused Communities. Separate criteria were added for new and existing applicants. The application evaluation was conducted by an internal and external technical team with experience in multi-modal transportation, including representatives from Metro Office of Equity and Race, Metro Operations, and the Southern California Association of Governments (SCAG). The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of 27 project applications were received on September 15, 2021 for a total of \$9.6 million of funding requests. Of the 27 applications received, 21 were for routes along Equity Focused Communities, and 15 applications received were for multi-jurisdictional events. All applications submitted received passing scores and the top 13 are recommended based on funding allocation (Attachment B-1). The total recommended events account for \$5,000,000 million of funding requests. We recommend that the top 12 applicants receive their full funding request, and that the 13th applicant receive an amended reduced award in order to use all available funding. Any of the remaining \$346,205 funding in Cycle Three and the FY 2020 Mini-Cycle not expended by December 31, 2021 will be reprogrammed towards the next highest scored event(s) applied for in Cycle Four (Attachment B-1). 11 of the 13 recommended events are along new routes, 5 recommended grantees are first time applicants, 3 recommended funding awards are for slow streets, and all 13 recommended events include routes along the Board adopted Equity Focused Communities Map. These recommended events are regionally diverse, connected to transit stations, regional bikeways,

and major activity centers.

Cycle Four includes 2 years of Open Street programming, with the first event being proposed for January 2022 and the final event being proposed for fall/winter 2023. The 2-year timeline will allow for the staging of events within the December 2023 deadline and ensure that events will maximize regional access and participation by not being held on consecutive dates.

Staff will utilize funds from the FY 21/22, 22/23 and 23/24 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for Open Streets events through December 2023. Operations are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing are needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Cycle Four Evaluation Reporting

During Cycle Four, jurisdictions will be provided with a standardized data collection template developed after Cycle One and Two. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving equity outcomes and the objectives of the program goals presented in Board Motion 72, including providing post-implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Four will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

The funding of \$2.5 million for the first year of the program is included in the FY 21/22 budget in cost center number 4320, under project number 410077, Open Street Grant Program. We expect \$2.5 million to cover anticipated invoices for events (including Cycle Three and FY2020 Mini-Cycle) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budget the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Transportation Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle

Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

EQUITY PLATFORM

Metro Open Streets and Slow Streets Grant Program Cycle Four will continue to provide open roadways for County Residents, including those from historically underserved communities, and opportunities to walk in their community and ride a bike in their neighborhood, possibly for the first time. Staff will work directly with Metro Operations and any impacted municipal operators to mitigate disruptions to local bus service on closed streets and ensure that grantees perform adequate outreach to impacted communities along event routes. All grantees will be required to distribute a Data Collection Template developed by an outside consultant to event participants and adjacent businesses to better understand the impacts and benefits of Open Streets. Data collected in the survey will include gender, age, and zip code.

By providing additional scoring points during the competitive application review process for events held in historically marginalized and vulnerable communities, open streets events are more likely to be held in areas where there is higher need for open space and opportunities to experience alternative modes of transportation. Open and Slow Streets events also give Metro the opportunity to provide informational resources on a variety of transportation options and ongoing and planned initiatives to community members in the communities where they live.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets Cycle Four aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility firsthand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in Equity Focused Communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended funding of Cycle Four of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June 2013 Board Motion 72 establishing the Metro Open Streets Grant Program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate a Memorandum of Understanding (MOU).

Staff will also follow up with grantees on post-event implementation, including enhancement efforts to invest in bicycle and pedestrian infrastructure and promote public transportation mode shift.

ATTACHMENTS

Attachment A - June 2013 Metro Board Motion 72

Attachment B-1 - Open Streets Cycle Four Scoring and Funding Recommendations

Attachment B-2 - Open Streets Cycle Four Recommended Events (Map)


Attachment C - Open Streets Cycle Four Application Package & Guidelines

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Stephanie N. Wiggins
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

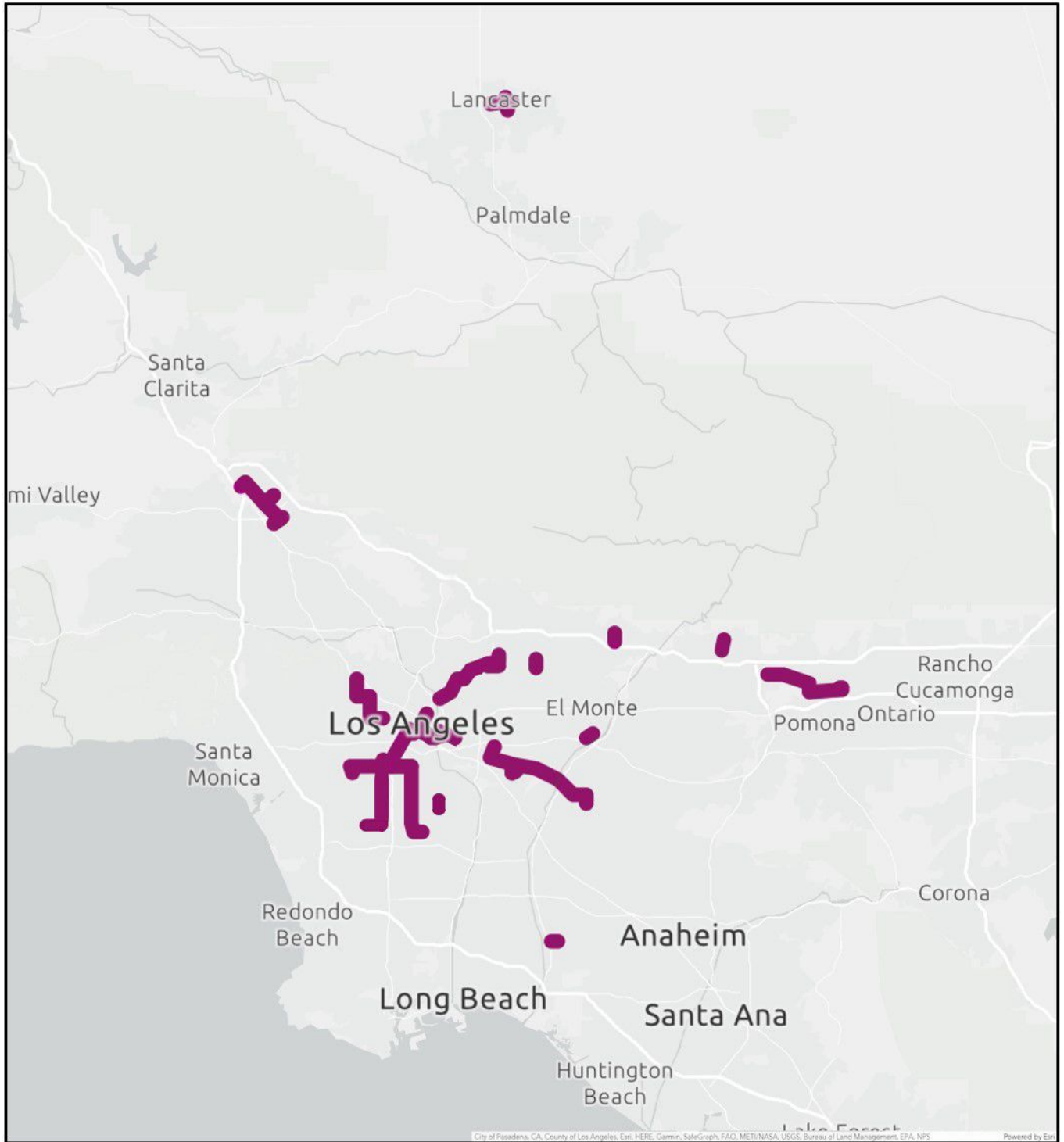
1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

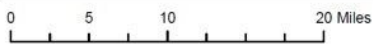
Date	Event Title	Applicant	Length in Miles	New Route	1st time app	EFC	Multi-city	Open Streets	Slow Streets	Average Score	Grant Request	Grant Award
1 Sunday September 17, 2023	Eastside Open Street Event	Commerce	10	X	X	X	X	X		91.3	\$500,000	\$500,000
2 Saturday, May 13, 2023	Northeast Valley Community Street Festival	San Fernando	7.5	X		X	X	X		91.0	\$500,000	\$500,000
3 Sunday in February 2023	Open Streets South LA: Expo Meets Jesse Owens (Park2Park)	South LA	6	X	X	X		X		90.7	\$400,000	\$400,000
4 December, 2022	South LA to Watts Open Street Event— 2022	Los Angeles City	6.3	X		X	X	X		88.7	\$325,000	\$325,000
5 September, 2023	Walk & Roll Fest in conjunction with Slow Streets September	Lancaster	5+	X	X	X		X	X	87.7	\$480,000	\$480,000
6 April, 2023	Heart of the Foothills	SGV COG	6.5			X	X	X		87.0	\$500,000	\$500,000
7 December, 2023	South LA to Crenshaw Open Street Event— 2023	Los Angeles City	6	X		X	X	X		86.7	\$400,000	\$400,000
8 October, 2022	Hawaiian Gardens Fun Walk, Run and Bike Open Street Event	Hawaiian Gardens	1	X	X	X		X	X	86.0	\$40,000	\$40,000
9 October, 2023	Heart of LA Open Street Event— 2023	Los Angeles City	6.5			X	X	X		84.7	\$400,000	\$400,000
10 January, 2022 - December, 2023	SGV Slow Street Demonstration Initiative	SGV COG	N/A	X		X	X		X	84.7	\$500,000	\$500,000
11 5 Sundays in October 2022	Camina en Walnut Park: Domingos en Octubre	Walnut Park	0.5	X	X	X		X		84.0	\$400,000	\$400,000
12 Sunday, October 30, 2022	626 Golden Streets ArroyoFest	SGV COG	7	X		X	X	X		84.0	\$496,000	\$496,000
13 June, 2023	Koreatown to Hollywood Open Street Event	Los Angeles City	5	X		X	X	X		83.3	\$350,000	\$59,000
14 Sunday, May 1, 2022	626 Golden Streets Mission-to-Mission	SGV COG	5				X	X		83.0	\$396,000	\$0
15 February, 2023	Mid City to Pico Union Open Street Event	Los Angeles City	4	X		X		X		82.3	\$325,000	\$0
16 October, 2022	Heart of LA Open Street Event— 2022	Los Angeles City	6			X	X	X		81.0	\$400,000	\$0
17 May, 2023	Watts Neighborhood Open Street Event	Los Angeles City	1	X		X		X		81.0	\$150,000	\$0
18 Saturday May 20, 2023	Beach Streets Downtown	Long Beach	4					X		80.7	\$216,000	\$0
19 May, 2022	South LA (Western Ave) Neighborhood Open Street Event	Los Angeles City	2.5	X		X		X		80.7	\$250,000	\$0
20 Sunday, June 26, 2022	CicLAvia - Glendale Meets Atwater Village	Glendale	3.5					X		78.7	\$249,051	\$0
21 Sunday, February 27, 2022	Culver City Meets Venice 2022	Culver City	6.75				X	X		78.3	\$480,000	\$0
22 September, 2023	6th St: Arts District to Boyle Heights Neighborhood Open Street	Los Angeles City	1.25	X		X	X	X		77.7	\$100,000	\$0
23 April, 2023	West Valley: Sherman Way to Reseda Open Street Event	Los Angeles City	6	X		X		X		77.3	\$350,000	\$0
24 August, 2023	Mid City to the Sea Open Street Event— 2023	Los Angeles City	7			X	X	X		77.3	\$500,000	\$0
25 A Sunday in April 2022	CicLAvia: The Hollywoods Meet Beverly Hills	West Hollywood	7.5	X			X	X		77.0	\$500,000	\$0
26 Saturday May 21, 2022	Beach Streets University	Long Beach	4.1					X		75.0	\$216,000	\$0
27 September, 2022	North Hollywood Open Street Event	Los Angeles City	1	X		X		X		72.0	\$125,000	\$0

Total Grant Request	\$9,548,051
Total Grant Award	\$5,000,000

Open Streets Cycle Four Events



City of Pasadena, CA, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, Powered by Esri



**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net

Open and Slow Streets Cycle Four Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open and Slow Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, riding a bicycle, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (bicycling, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Equity Approach

Applicants are encouraged to propose events with a strong focus on equity, and additional points are awarded to events proposed in resource challenged communities as defined by the CalEnviroScreen and Metro Equity Focused Communities Map.

Eligibility

With a focus on regional equity, Cycle Four applications are open to Los Angeles County city and county jurisdictions as well as Council of Government offices. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$5 million available for grants for the Open and Slow Streets Grant Program Cycle Four. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to producing the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2022, pending Metro Board approval and events must be staged by December 31, 2023. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100-point score. An event must receive a minimum of 70 points to be eligible for funding. Innovative events that

differentiate themselves from past Los Angeles County Open Street events are highly favored in the scoring process.

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 49 points

Route is innovative and helps to encourage social distancing (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes disadvantaged communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route adheres to Social Distancing guidance	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 21 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility to Metro Rail	2

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Non material scope and event changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Street furniture or other programing will be the sole responsibility of the Grantee.

Data Collection and Reporting Requirements

Grantee shall collect data that should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. Additional reporting criteria will be added to the Memorandum of Understanding to better evaluate how the event contributes toward achieving the program goals presented in Board Motion 72, including providing plans for any new permanent active transportation infrastructure in the community and plans for increasing bicycle and pedestrian mode shares post project.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Four events must be staged by December 31, 2023. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro before the event. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final

scheduled payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events and to increase participant safety.

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open or Slow Street Event Name
(Example: Sunnyside Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars for the months of August through November from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment while maintaining social distancing. Local retailers and restaurants will be invited to expand their operation in to the street.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):
Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 digits

13. Estimated Number of Hard and Soft Closures:

Maximum Allowed: 4 digits

14. Attach a map of the proposed route including a clear demarcation of event bounds by street name. If the proposal is for outside retail operations, indicate where treatments will be implemented along the corridor. A digital map made in Google maps or ArcGIS is preferred

15. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

16. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 16

16a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 17

17A. How many rail grade crossings exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

18. If vehicles will remain on your event route, list how your jurisdiction will ensure a safe interface between motorized and non-motorized modes of transportation, and or retail uses.

Maximum Allowed: 300 characters

Project Feasibility

19. Estimated month & year of Event (Funds will be available starting in January 2022, pending Metro Board approval. Event must be staged by December 31, 2023)

Maximum Allowed: 6 digits

20. Describe how your City's General Plan or other planning program documents and procedures support open and slow street events and/or active transportation?

(Examples include: previous slow street implementation, adopted Complete Streets Policy or updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, developing or implementing Bike Share Programs, adopted Climate Action Plans, implementation of local Transportation Demand Management ordinances and implementation of Parking Management Programs to encourage more efficient use of parking resources and curbside management)

Maximum Allowed: 500 characters

21. Would your jurisdiction be amenable to scope change or increased route length in order to encourage social distancing? (Y/N)

Demonstration of Ability to Produce Successful Event

22. Does your city/jurisdiction plan to partner with any non-profits, event production companies, city departments, and/or community partners to assist in event implementation and planning? (Y/N)

If “YES” for question 22

22a. List your proposed partners and their role in the event planning and implementation.

Maximum Allowed: 600 Characters

If “NO” for question 22

22b. What is your city/jurisdiction doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

23. Does your city have previous experience organizing open and slow street events or other large public events that require street closures (such as street fairs, large city-wide or region-wide events related to transportation, athletics, cultural celebrations)? List and describe.

Maximum Allowed: 800 Characters

If “YES” for question 23

23a. What lessons has your city learned from previous open and slow street events (or similar events that closed streets to auto traffic) that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

24. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

25. What is the requested grant amount? *Maximum Allowed: 10 characters*

26. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

27. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

28. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

29. What are the estimated event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

30. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

31. What is the event cost per mile (Answer to #24 / Answer #11)?

32. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

33. Will the route connect multiple cities? Y/N
List all partner cities.

If "YES" to question 33

33a. How will your city ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

34. Will the route be along or connect various commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

35. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. List ways that the event will differentiate itself from previous LA County Open and Slow Street events and how it will attract new participants (examples include afternoon or evening events, weekday events, events that celebrate holidays, events that encourage increased local retail/stakeholder participation, multi-day events, etc.).

Maximum Allowed: 1000 characters.

39. Provide an outline of how the route will be activated.

Maximum Allowed: 1000 characters.

40. Use CalEnviroScreen score to determine the average score of the combined census tracts that the route traverses.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Marketing and Outreach

41. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).
42. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional data the agency may request.
43. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Route Accessibility

44. List all rail stations within a ½ mile radius of the event route.
Maximum Allowed: 250 characters
45. For those rail stations within a ½ mile radius of the event that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators, local transit operators and other means).
Maximum Allowed: 1000 characters
46. How will your city encourage people to access the event other than by personal automobile?
Maximum Allowed: 1000 characters

Covid-19 Response and Event Safety

47. What measures will be taken to encourage increased social distancing along the route.
48. What other measures will you use to increase event safety including focusing on providing event design, equipment, and devices to increase safety of participants

Post Event Significance

49. Closing the roadway is often one of the most expensive elements of implementing on-street bicycle and pedestrian infrastructure. Do you have any plans to utilize your open or slow street event related road closures to implement any pilot or permanent infrastructure.
Maximum Allowed: 500 characters
50. What measures will your city take to increase bicycle and pedestrian mode shares post event?
Maximum Allowed: 500 characters



Metro Open Streets Grant Program Cycle Four Funding Recommendations

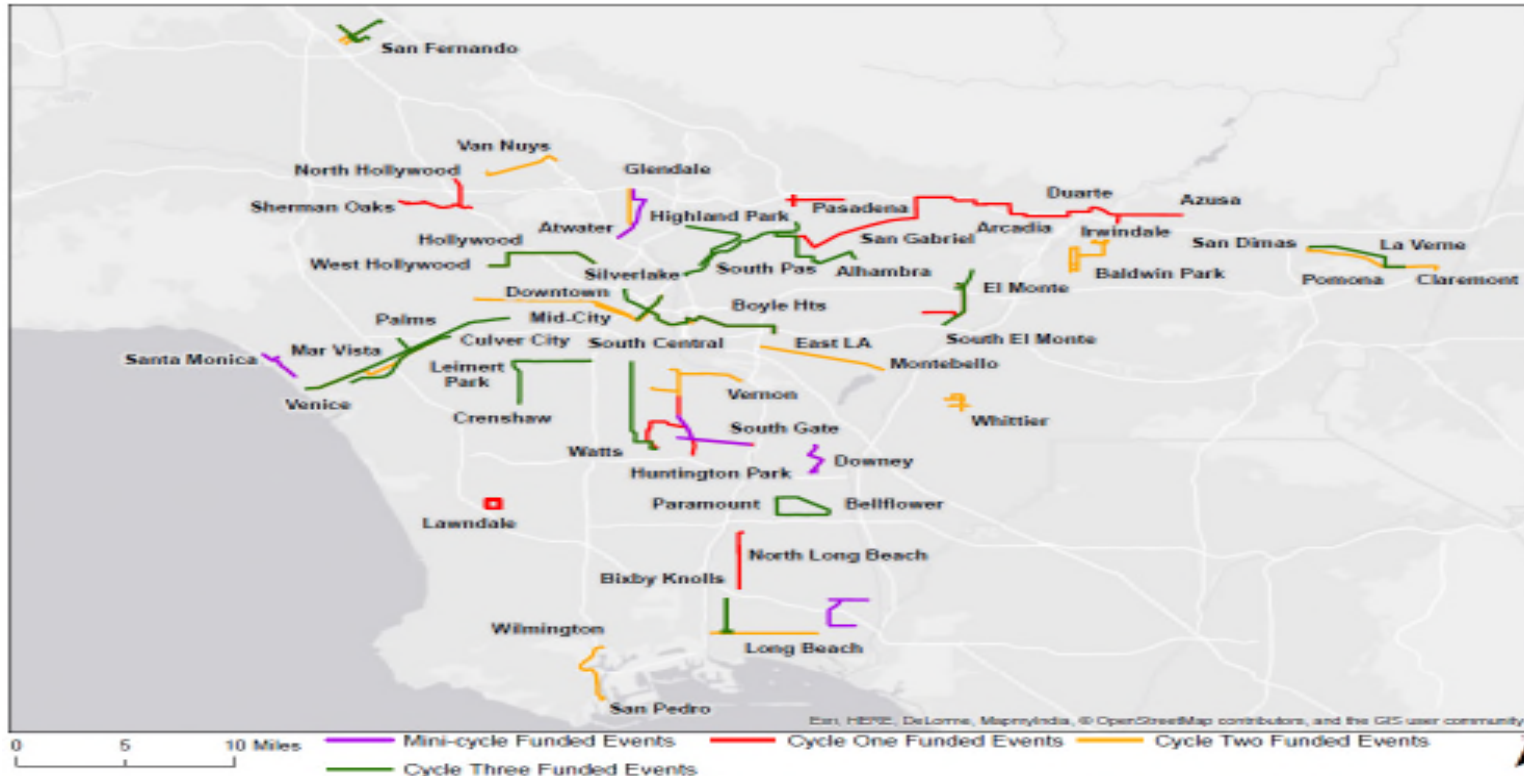
Recommendation

- Award and program a total of \$5 million for Cycle Four (4) of the Open Streets Grant Program (through December 2023) per the Metro Board Motion 72 in 2013 and programmatic support as follows.
- Authorize reprogramming of any Cycle Three and FY2020 funding not expended by December 31, 2021, towards the next highest scored event in Cycle Four (up to \$346,205 remaining)
- Provide reduced funding award of \$59,000 to bottom scored application



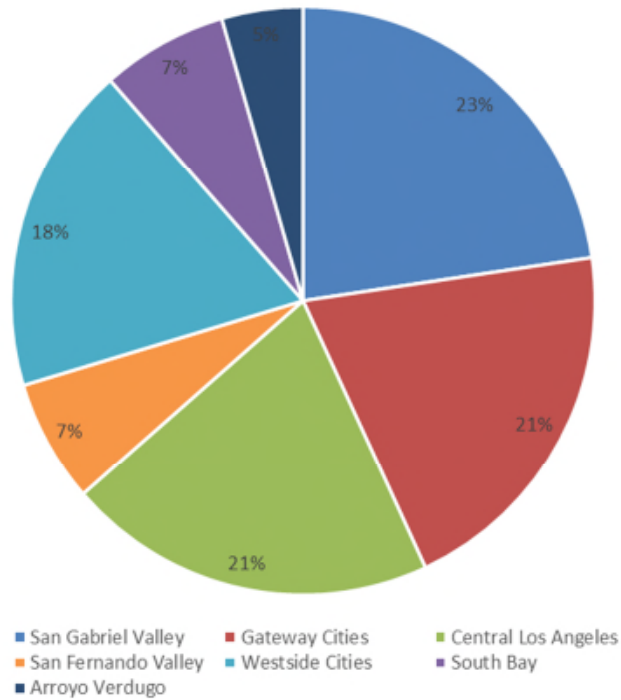
Program Implementation to Date

- In June 2013, the Metro Board directed staff to award up to \$2 million annually to support Open Street events.
- On Cycle 3, a mini-cycle and additional \$1 million, was added to the program cycle.
- In result, the total amount of Cycle 3 has increased from \$4 million to \$5 million.
- To date, \$12.74 million has been awarded to 46 events in 34 jurisdictions.
- Of these, 33 events totaling over 206 miles have been implemented.

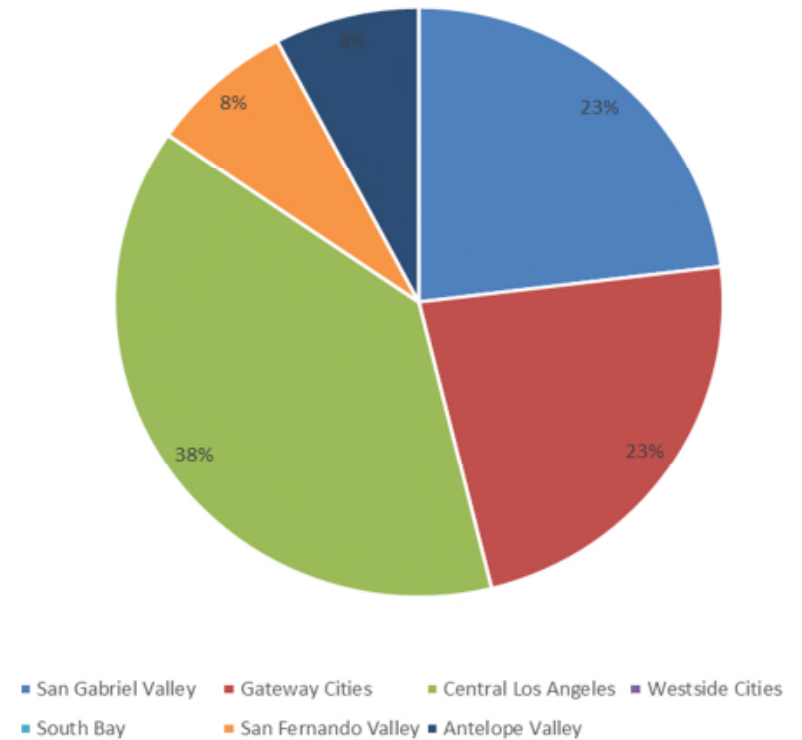


Regional Distribution of Events

Funding Received All Cycles to Date



Cycle Four Funding Recommendations



Open Streets Cycle Four

- In the June 2021, the Board authorized the release of the Cycle Four Application and Guidelines and approved increasing Cycle Four funding availability from \$2 million to \$2.5 million annually.
- Per the May Board Motion 2020-0375, Cycle Four continues to allow for “Slow Streets” that encourage social distancing and multi-day events.
- The competitive Cycle Four application process was scored by a review panel that consisted of members from the Metro Office of Equity and Race (OER), Metro Operations, and Southern California Association of Governments (SCAG)
- A total of 27 applications were received for a total of \$9.6 million in funding request.

The panel recommends funding 13 events within the \$5 million budget including:

- All 13 events include routes along Equity Focused Communities
- 11 new routes
- 5 first time applicants
- 3 Slow Streets applications

Cycle Four Funding Recommendations

Date	Event Title	Applicant	Length in Miles	New Route	1st time app	EFC	Multi-city	Open Streets	Slow Streets	Average Score	Grant Request	Grant Award
1 Sunday September 17, 2023	Eastside Open Street Event	Commerce	10	X	X	X	X	X		91.3	\$500,000	\$500,000
2 Saturday, May 13, 2023	Northeast Valley Community Street Festival	San Fernando	7.5	X		X	X	X		91.0	\$500,000	\$500,000
3 Sunday in February 2023	Open Streets South LA: Expo Meets Jesse Owens (Park2Park)	South LA	6	X	X	X		X		90.7	\$400,000	\$400,000
4 December, 2022	South LA to Watts Open Street Event— 2022	Los Angeles City	6.3	X		X	X	X		88.7	\$325,000	\$325,000
5 September, 2023	Walk & Roll Fest in conjunction with Slow Streets September	Lancaster	5+	X	X	X		X	X	87.7	\$480,000	\$480,000
6 April, 2023	Heart of the Foothills	SGV COG	6.5			X	X	X		87.0	\$500,000	\$500,000
7 December, 2023	South LA to Crenshaw Open Street Event— 2023	Los Angeles City	6	X		X	X	X		86.7	\$400,000	\$400,000
8 October, 2022	Hawaiian Gardens Fun Walk, Run and Bike Open Street Event	Hawaiian Gardens	1	X	X	X		X	X	86.0	\$40,000	\$40,000
9 October, 2023	Heart of LA Open Street Event— 2023	Los Angeles City	6.5			X	X	X		84.7	\$400,000	\$400,000
10 January, 2022 - December, 2023	SGV Slow Street Demonstration Initiative	SGV COG	N/A	X		X	X		X	84.7	\$500,000	\$500,000
11 5 Sundays in October 2022	Camina en Walnut Park: Domingos en Octubre	Walnut Park	0.5	X	X	X		X		84.0	\$400,000	\$400,000
12 Sunday, October 30, 2022	626 Golden Streets ArroyoFest	SGV COG	7	X		X	X	X		84.0	\$496,000	\$496,000
13 June, 2023	Koreatown to Hollywood Open Street Event	Los Angeles City	5	X		X	X	X		83.3	\$350,000	\$59,000
14 Sunday, May 1, 2022	626 Golden Streets Mission-to-Mission	SGV COG	5				X	X		83.0	\$396,000	\$0
15 February, 2023	Mid City to Pico Union Open Street Event	Los Angeles City	4	X		X		X		82.3	\$325,000	\$0
16 October, 2022	Heart of LA Open Street Event— 2022	Los Angeles City	6			X	X	X		81.0	\$400,000	\$0
17 May, 2023	Watts Neighborhood Open Street Event	Los Angeles City	1	X		X		X		81.0	\$150,000	\$0
18 Saturday May 20, 2023	Beach Streets Downtown	Long Beach	4					X		80.7	\$216,000	\$0
19 May, 2022	South LA (Western Ave) Neighborhood Open Street Event	Los Angeles City	2.5	X		X		X		80.7	\$250,000	\$0
20 Sunday, June 26, 2022	CicLAvia - Glendale Meets Atwater Village	Glendale	3.5					X		78.7	\$249,051	\$0
21 Sunday, February 27, 2022	Culver City Meets Venice 2022	Culver City	6.75				X	X		78.3	\$480,000	\$0
22 September, 2023	6th St: Arts District to Boyle Heights Neighborhood Open Street	Los Angeles City	1.25	X		X	X	X		77.7	\$100,000	\$0
23 April, 2023	West Valley: Sherman Way to Reseda Open Street Event	Los Angeles City	6	X		X		X		77.3	\$350,000	\$0
24 August, 2023	Mid City to the Sea Open Street Event— 2023	Los Angeles City	7			X	X	X		77.3	\$500,000	\$0
25 A Sunday in April 2022	CicLAvia: The Hollywoods Meet Beverly Hills	West Hollywood	7.5	X			X	X		77.0	\$500,000	\$0
26 Saturday May 21, 2022	Beach Streets University	Long Beach	4.1					X		75.0	\$216,000	\$0
27 September, 2022	North Hollywood Open Street Event	Los Angeles City	1	X		X		X		72.0	\$125,000	\$0

Total Grant Request	\$9,548,051
Total Grant Award	\$5,000,000

Cycle Four Funding Recommendations

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 49 points

Route is innovative and helps to encourage social distancing (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes disadvantaged (Equity Focus) communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route adheres to Social Distancing guidance	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	3

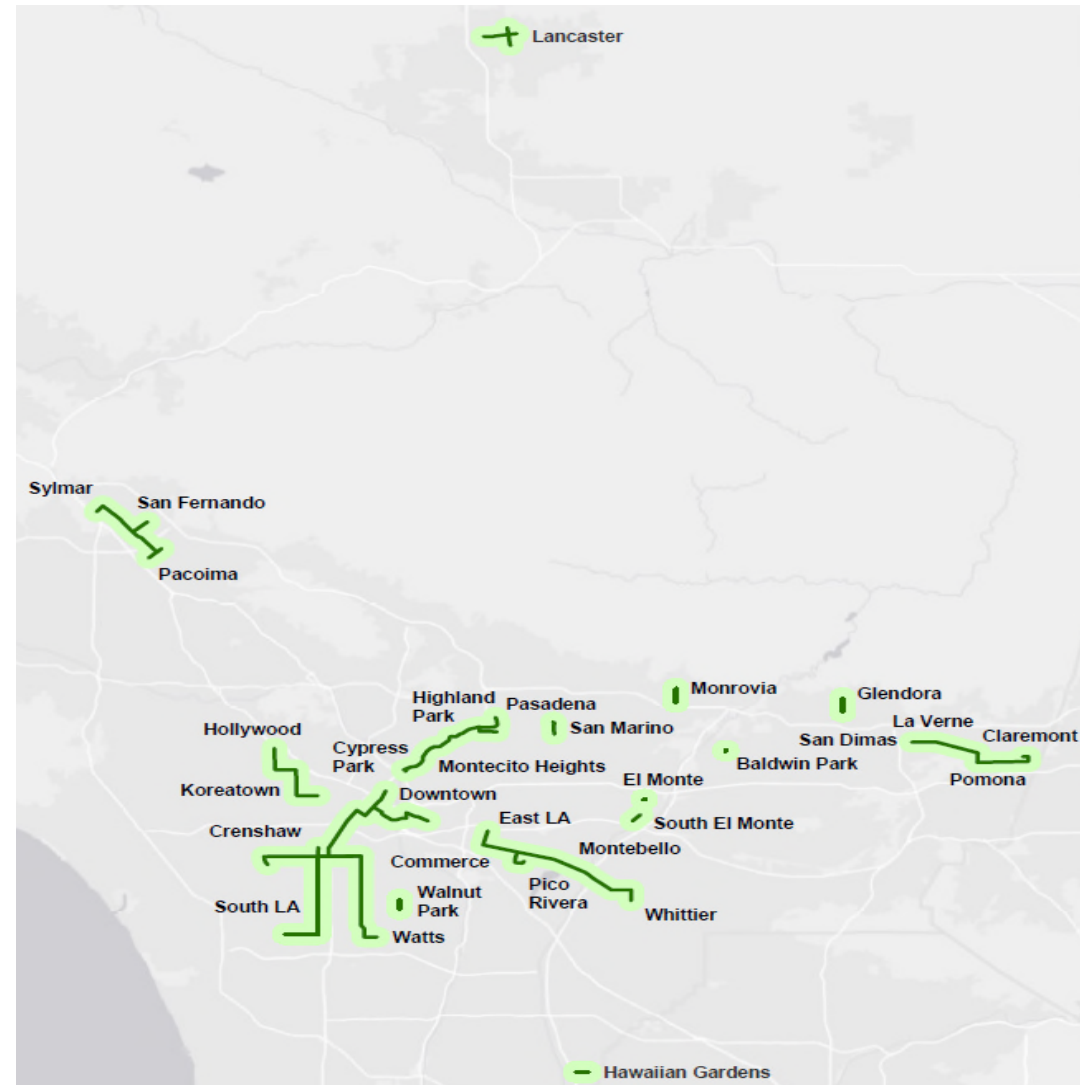
*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c8da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 21 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility to Metro Rail	2



Cycle Four Next Steps

Pending Board Approval:

- Notify and develop funding agreements with all applicants of awards.
- Reprogram any Cycle Three funds left unexpended.
- First event in January 2022.





Board Report

File #: 2021-0667, File Type: Project

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021

**SUBJECT: ANTELOPE VALLEY LINE SERVICE AND CAPACITY IMPROVEMENT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project, in accordance with the California Environmental Quality Act (CEQA) and file the Notice of Determination for the Project with the Los Angeles County Clerk and the State of California Clearinghouse;
- B. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan; and
- C. FINDING that the Project meets all Public Resources Code Section 21080 (b)(10) requirements and is declared statutorily exempt under CEQA, and AUTHORIZING Metro staff to file the Notice of Exemption for the Project with Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

In partnership with Metrolink and the North Los Angeles County Transportation Coalition, the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project has completed all necessary steps to be considered by the Board in accordance with the California Environmental Quality Act. Staff is requesting certification of the Final EIR, including approval of the Findings of Fact and Statement of Overriding Considerations (Attachment A) and the Mitigation Monitoring and Reporting Plan (Attachment B). Staff is also requesting approval of the findings that the project is statutorily exempt and that the Board authorize a notice of exemption.

BACKGROUND

The Antelope Valley Line Service and Capacity Improvements project proposes the expansion of 30 minute bi-directional commuter rail service to the City of Santa Clarita and hourly service to the City of Lancaster through four infrastructure improvement projects collectively required to facilitate the proposed service increase. The four infrastructure improvement projects are Balboa Double Track Extension, Canyon Siding Extension, Lancaster Terminal Improvements, and the Brighton to McGinley Double Track. It is important to note the Brighton to McGinley Double Track Improvements have already been environmentally cleared under CEQA through the Brighton to Roxford Double Track Project along the Antelope Valley Line entirely in Los Angeles County.

The Antelope Valley Line (AVL) is a 76.6-mile-long commuter rail line that serves Northern Los Angeles County as part of the Metrolink system. The AVL extends from Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster. The AVL corridor is owned entirely by Metro with operating rights to Metrolink up to Palmdale. Metro starts a 40-foot easement between Palmdale and the end of the Metrolink line at Lancaster Station with the remaining right-of-way owned by Union Pacific Railroad (UPRR) starting at Palmdale. The AVL also supports Los Angeles-San Diego - San Luis Obispo Rail Corridor between LAUS and Burbank Junction for 11.4 miles, leaving the remaining 56.2 miles currently operated solely by Metrolink and UPRR.

At the July 2019 meeting, the Board Motion 5.1 (Attachment C) authorized the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion to enable the intended commuter rail service expansion and construction of four infrastructure improvement projects to a “shovel ready” level.

DISCUSSION

The Antelope Valley Line Service and Capacity Improvement Project will enable improved service frequency and reliability to the commuter rail service to meet the mobility needs of residents, employees, and visitors throughout the region. The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66% of the AVL corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and a regularized schedule, especially during the off-peak and weekends. There are limited maintenance and storage facilities at Lancaster Terminal, and therefore, the operational capacity and flexibility for commuter rail services on the AVL corridor are constrained. There are a total of three (3) capital projects as part of the Antelope Valley Line Service and Capacity Improvement Project that are fully funded.

- 1. Balboa Double Track.** The Balboa Double Track Extension would extend the existing Sylmar siding approximately 6,300 feet north from Balboa Boulevard to Sierra Highway.
- 2. Canyon to Santa Clarita Double Track.** The Canyon Siding Extension would extend the existing Saugus Siding by adding approximately 8,400 feet of new track between Soledad

Canyon Road and Golden Oak Road with optional platform configurations.

- 3. Lancaster Terminal Improvements.** The Lancaster terminal improvements would include expansion of the existing yard with two new 500-foot long and one 1,000-foot long train storage tracks and provisions for fueling with optional platform configurations.

Public Engagement

Metro staff initiated a comprehensive outreach program focused on increasing awareness and education, disseminating information, garnering public input, and supporting the technical and legal environmental processes. To encourage the submittal of comments during the Public Scoping period, legal advertisement notices were published in 11 English, Spanish, Armenian and Chinese language newspapers; 479 notices were mailed to occupants, property and business owners located within 500 feet of each of the infrastructure improvement sites; social media posts published in advance of the virtual scoping meetings; blog publications; email outreach to 4,965 stakeholders; and 10,000 notices delivered door-to-door in the Town of Acton where Metro was notified of difficulty of accessing social media. All public meetings conducted during scoping and as part of the public review of the Draft EIR have been conducted virtually consistent with County of Los Angeles health guidelines and Metro Community Relations policy. Physical copies of the Draft EIR were left at eight public libraries along the entire corridor to allow the public to review a hard copy, if desired from the electronic versions made available through the project webpage. The AVL project was added to the October 18, 2021, North Los Angeles County Transportation Coalition (NCTC) JPA board of directors meeting agenda for consideration. The NCTC JPA approved the board item unanimously on consent. All public comments received have been included with responses in the Final EIR for record in order received.

Environmental Considerations

The staff recommended actions will complete the CEQA environmental clearance for the Antelope Valley Line Service and Capacity Improvement Project is part of the Metrolink's Southern California Optimized Rail Expansion (SCORE) Program Phase 1B and the California State Rail Plan and the Southern California Association of Governments (SCAG) and Regional Transportation Plan (RTP). The Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving this Project. These reasons serve to override and outweigh the Project's significant unavoidable impacts. These findings are included in the Project's Statement of Overriding Considerations (Attachment A). In addition, the purpose of the Mitigation Monitoring and Reporting Plan (MMRP) is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are, in fact, properly carried out. Metro in conjunction with Metrolink is responsible for assuring full compliance with the provisions of the MMRP (Attachment B).

Furthermore, section 21080 (b)(10) of the California Public Resources Code declares the Antelope Valley Line Service and Capacity Improvement Project is statutorily exempt since this is a project for the institution or increase of passenger and commuter services on rail already in use, including the modernization of existing stations and parking facilities. Metro has nevertheless elected to prepare this Final EIR in the interest of comprehensively addressing community and stakeholder concerns and to provide a clear record of the potential environmental impacts of the Project.

DETERMINATION OF SAFETY IMPACT

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

Safety is expected to be improved as a result of the Project primarily due to the reduction of 5.9 billion VMT over 39 years (or 154.9 million VMT averaged annually over that time period) as commuters shift from automobile to commuter rail, which experiences far fewer incidents per passenger mile than travel by private vehicle. Recent data shows that during the two years from February 2017 through January 2019, Caltrans Transportation Management Center (TMC) responded to 455 incidents on I-5 between LA and Santa Clarita, and 124 incidents on SR-14 between I-5 and Lancaster. Rail safety is improved by increasing the percentage of the AVL that is double tracked from 34% to 44%, thus reducing the number of train-meets and associated risks.

FINANCIAL IMPACT

With Board approval of the certification of the Final EIR, the CEQA process will be complete. Metro anticipates staff will issue a ROD in January 2022, which will conclude the environmental document and as such, additional budget is not required at this time. Project staff will continue coordinating with the SCRRA to transition the lead role for final design and construction for three infrastructure projects: Balboa Double Track, Canyon Siding Extension and Lancaster Terminal Improvements. Metro financial planning staff will continue cashflow coordination with SCRRA and will return to the Board with a request for funding for design and construction services if required outside of the SCRRA Annual Subsidy.

The Project has capital funding programmed in the Measure M Expenditure Plan for \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion towards environmental and final design activities. The total capital funding cost is \$220.85 million which includes \$113.8 million of Measure M funds, and \$107.05 million of CalSTA 2020 TIRCP state grant funds awarded to the Project. The estimated cost to complete the Project could be higher if additional design options are approved, as the design level increases and pre-construction activities are completed. If the project capital cost exceeds currently identified funding, SCRRA may need to evaluate value engineering, scope reductions, and potential additional funding sources.

EQUITY PLATFORM

The data provided were gathered and assembled during the preparation of technical studies in support of the EIR for the project in 2021. Of a total project catchment population of 3.3 million, over 1 million people (32%) reside in census tracts categorized as SB 535 Disadvantaged Communities (DACs). 58% of the total catchment area population live in census tracts defined as AB 1550 Low-Income Communities. An additional 6% live in areas defined as Low-Income Buffer census tracts. Of the 11 cities and communities of Los Angeles County that this project will provide increased service to, nine are Equity Focus Communities. The project improves mobility and

economic opportunities for the most disadvantaged and low-income communities in North LA County and large populations experiencing environmental burdens and/or living in low-income communities from Sylmar/San Fernando station to LAUS. The AVL project will serve North LA County, which is very ethnically diverse, more so than the Metrolink system as a whole. For example, the AVL has the highest percent of African American riders (19%). Overall, 73% of Metrolink North LA County riders are non-Caucasian, vs. 66% systemwide. It should be noted that the Antelope Valley Line has the lowest percent of riders with annual household income over \$50,000 at 65% as compared to the systemwide average of 80%.

Once completed, the project will increase regional accessibility to employment opportunities along the AVL corridor, and in the jobs-rich downtown area, as well as access to employment opportunities throughout the Metrolink and Metro transit system. All design options were created, added, refined, and now fully integrated into the Final EIR through public engagement. The overall project budget is anticipated to support around 2,900 new full-time jobs. At project completion, ridership (based on average weekday boarding) is expected to increase to 22,800 in 2028 compared to the 7,000 recorded in 2019 for the AVL. The projected increase in ridership reduces congestion and air pollution in adjacent disadvantaged communities associated with high roadway passenger and freight volumes on I-5 and SR-14. The AVL Project will reduce 590,199 metric tons of CO2 equivalent (MTCO2e).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service and proposed infrastructure projects improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. The goal was achieved by partnering with Metrolink, North County Transportation Coalition and the local jurisdictions to implement the Antelope Valley Line Service and Capacity Improvement Project as directed by the Board under motion 5.1.

ALTERNATIVES CONSIDERED

The board can elect not to certify the Final EIR, approve the project exemptions or adopt the findings and statement of overriding considerations, as well as the MMRP. However, this action is not recommended as it would jeopardize the Project schedule which, according to the state grant award workplan, is to be constructed by or before 2028. The current schedule has final design award in 2022 through Metrolink procurement. Delaying the Project would delay these efforts and could increase project capital costs.

NEXT STEPS

Upon Board approval, staff will file the Notice of Determination and/or Notice of Exemption for the

Project with the Los Angeles County Clerk and State of California Clearinghouse. Staff will complete the environmental work for the Antelope Valley Line Service and Capacity Improvement Project and transition all future phases of project development to Metrolink. Metrolink will continue all the design and construction work on the Antelope Valley Line Service and Capacity Improvement Project.

ATTACHMENTS

Attachment A - Findings of Fact and Statement of Overriding Considerations

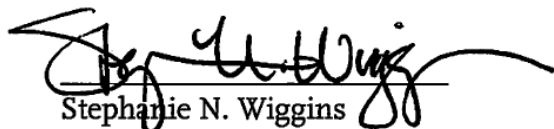
Attachment B - Mitigation Monitoring and Reporting Plan

Attachment C - Board Motion 5.1

Prepared by: Brian Balderrama, Deputy Executive Officer, Program Management, (213) 418-3177

Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

CEQA Findings of Fact
and
Statement of Overriding Considerations

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

Antelope Valley Line
Capacity and Service Improvements Program

December 2021



In Association with:

Mott MacDonald Group, Inc.	Paleo Solutions, Inc.
Terry A. Hayes Associates Inc.	Zephyr UAS, Inc.
Cross Spectrum Acoustics, Inc.	Leyland Saylor Associates
Watearth, Inc.	

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ABBREVIATIONS/ACRONYMS

AVL	Antelope Valley Line
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
CRHR	California Register of Historical Resources
dBA	A-weighted Scale
EIR	Environmental Impact Report
GHG	Greenhouse Gas
LAUS	Los Angeles Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
NO _x	Nitrogen
NPDES	National Pollution Discharge Elimination System
O ₃	Ozone
PM ₁₀	Respirable Particulate Matter Ten Microns or Less in Diameter
PM _{2.5}	Fine Particulate Matter 2.5 Microns or Less in Diameter
PRC	Public Resources Code
ROW	Right-of-Way
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SWPPP	Stormwater Pollution Prevention Plan
TCR	Tribal Cultural Resource
UPRR	Union Pacific Railroad
USFWS	U.S. Fish & Wildlife Services
VMT	Vehicle Mile Traveled
VOC	Volatile Organic Compound

1. INTRODUCTION

The Antelope Valley Line (AVL) Capacity and Service Improvement Program (Proposed Project) qualifies for a statutory exemption from the California Environmental Quality Act (CEQA) granted by the State legislature. In particular, the Proposed Project is statutorily exempt from CEQA under Section 21080 (b)(10) of the California Public Resources Code (PRC) (also found in State CEQA Guidelines [Title 14 California Code Regulations, § 15000 et seq], Section 15275(b), Specified Mass Transit Projects), which provides that CEQA does not apply to:

A project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including the modernization of existing stations and parking facilities.

The Proposed Project is a project for the institution or increase of passenger and commuter services on rail already in use, including the modernization of existing stations and parking facilities. Therefore, the Proposed Project is exempt from CEQA under PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(b). The Los Angeles County Metropolitan Transportation Authority (Metro) has nevertheless elected to prepare an Environmental Impact Report (EIR) in the interest of comprehensively addressing community and stakeholder concerns and in an effort to provide a clear record of the potential environmental impacts of the Proposed Project. It also provides mitigation measures to address potential impacts to decision-makers and the public.

Metro followed a prescribed process, in accordance with CEQA regulations, to identify the issues to be analyzed in the EIR, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the Proposed Project would result in significant and unavoidable environmental impacts related to air quality, greenhouse gas emissions and construction-period noise and vibration, even with the incorporation of certain mitigation measures as part of the Proposed Project's approval. Section 5. Environmental Impacts Found to be Significant and Unavoidable, below provides greater detail on the Proposed Project's significant and unavoidable environmental impacts. The statement of overriding considerations in Section 10.0 of this document identifies economic, social, technical, and other benefits of the Proposed Project that override any significant and unavoidable environmental impacts that would result from the Proposed Project. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 4 of the Proposed Project's Final EIR and is provided as Attachment B to the December Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Proposed Project.

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

- 1) Has been completed in compliance with the CEQA;

- 2) Was presented to the Metro Board of Directors and the Board considered the information contained therein prior to approving the Proposed Project; and
- 3) Reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The CEQ Findings of Fact and Statement of Overriding Considerations is comprised of the following sections:

- Section 1. Introduction to the Proposed Project and Final EIR
- Section 2. Organization of this document
- Section 3. A brief description of the Proposed Project and its objectives
- Section 4. Statutory requirements of the findings and a record of proceedings
- Section 5. Significant environmental impacts of the Proposed Project that cannot be mitigated to a less-than-significant level even with the identification and incorporation of all feasible mitigation measures
- Section 6. Potentially significant environmental impacts of the Proposed Project that can be mitigated to a less-than-significant level
- Section 7. Environmental impacts that are less than significant or have no impact
- Section 8. Findings regarding alternatives
- Section 9. Findings regarding mitigation measures
- Section 10. Statement of Overriding Considerations

3. PROJECT DESCRIPTION AND OBJECTIVES

The AVL plays a critical role in connecting communities in North Los Angeles County to Los Angeles Union Station (LAUS) and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail 20240 Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program (Proposed Project) seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.

- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

The three capital improvements are described below, with two of the capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement and their associated options, as well as the operational impacts of increased Metrolink service, have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services, especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of the right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station. This new crossover track would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
 - *Platform to Platform Pedestrian Undercrossing Design Option* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
 - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
 - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
 - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
 - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

4. STATUTORY REQUIREMENTS

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

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

measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

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

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project. However, mitigation or alternatives are not required if they are infeasible or if the responsibility for modifying the Proposed Project lies with another agency.¹

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant impacts on the environment.² CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable, as is the case with the Proposed Project, the lead agency is required to prepare a Statement of Overriding Considerations.

4.1 RECORD OF PROCEEDINGS

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

- Notice of Preparation and other public notices issued by Metro in conjunction with the Proposed Project;
- The Draft EIR dated July 2021, including all associated appendices and documents that were incorporated by reference;

¹ CEQA Guidelines Section 15091 (a) and (b).

² Public Resources Code Section 21081 (b).

- All testimony, documentary evidence, and all correspondence submitted in response to the Proposed Project during the scoping meeting or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 3, Response to Comments, of the Final EIR);
- The Final EIR dated November 2021, including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter 4, Mitigation Monitoring and Reporting Program, of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Proposed Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Proposed Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Proposed Project;
- All actions of Metro with respect to the Proposed Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

5.1 AIR QUALITY

The Proposed Project would create a significant impact related to air quality if it were to:

- Conflict with or obstruct implementation of the applicable air quality plan (Operations Only);
- 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 (Operations Only).

Impact. Operation of the Proposed Project would generate new air pollutant emissions related to increased locomotive activity. The results of the air quality emissions analysis determined that implementation of the Proposed Project would increase daily regional emissions from rail propulsion within the South Coast Air Quality Management District (SCAQMD) jurisdiction by a maximum of 4.9 pounds of volatile organic compounds (VOC), 138.1 pounds of nitrogen oxides (NO_x), 231.5 pounds of carbon monoxide (CO), less than a pound of sulfur oxides (SO_x), 5.9 pounds of particulate matter – less than 10 microns (PM₁₀), and 5.7 pounds of particulate matter – less than 2.5 microns (PM_{2.5}) and would exceed the regional NO_x threshold. Accordingly, the Proposed Project would conflict with the SCAQMD 2016 Air Quality Management Plan (AQMP) as the Proposed Project would generate emissions of nitrogen oxides (NO_x) that would exceed SCAQMD regional thresholds.

Related to cumulatively considerable net increases in criteria pollutants for which the region is non-attainment, emissions of NO_x contribute to the formation of ozone (O₃) in the atmosphere through photochemical reactions and are considered ozone precursors. The South Coast Air Basin (SCAB) is designated nonattainment of the O₃ air quality standards at both the federal and

state level. The SCAQMD applies its regional project-level thresholds to its cumulative analysis, and therefore operation of the Proposed Project would result in a significant and unavoidable impact related to cumulatively considerable net increases in Nonattainment pollutants.

Mitigation Measures

No mitigation measures were identified to reduce AVL corridor rail propulsion NO_x emissions. Therefore, this impact is considered significant and unavoidable.

Finding. The application of emerging technologies such as renewable diesel fuel could substantially reduce future emissions. Metrolink is pursuing various emission reduction strategies through separate planning efforts. However, it would be speculative and provide no further informational value to evaluate hypothetical NO_x emissions scenarios based on a presumed implementation schedule, as Metrolink research efforts are still underway. Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

Reference. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-30 through 3.3-42.

5.2 GREENHOUSE GAS EMISSIONS

The Proposed Project would have a significant impact related to climate change and greenhouse gas (GHG) if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Construction and Operation).

The Proposed Project would change long-term GHG emissions by increasing locomotive emissions in the AVL corridor and removing passenger vehicles from the roadway network. The total net annual GHG emissions increase resulting from the Proposed Project relative to existing conditions would be approximately 11,169.5 metric tons of carbon dioxide equivalent (MTCO_{2e}) after accounting for the vehicle miles traveled (VMT) reductions and the amortized construction emissions. This estimated annual increase represents a conservative approximation as it does not account for any future enhancements to Metrolink's operations that could substantially reduce carbon dioxide (CO₂) emissions from rail propulsion. As an example, Metrolink is exploring the potential to rely on renewable diesel fuel for its rail operations, which can achieve up to 80 percent reductions in CO₂ emissions depending on the fuel feedstock. However, implementation of future enhancements is uncertain at this time. As the significance threshold has been established as net-zero emissions, the Proposed Project would result in a significant impact related to direct and indirect GHG emissions.

Mitigation Measures

GHG-1 The following control techniques shall be included in project specifications and shall be implemented by the construction contractor.

- Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy
- Ensure that all construction equipment is properly tuned and maintained
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the State or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable

GHG-2 In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with USEPA Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

Regarding operational activities, no mitigation measures were identified to reduce AVL corridor rail propulsion GHG emissions.

Finding. Metro will continue to cooperate with and encourage Metrolink to implement strategies identified in the Metrolink Climate Action Plan to reduce GHG emissions, including those associated with rail propulsion, to meet the CAP's stated targets and goals. However, Metro cannot guarantee Metrolink will successfully attain the emission reductions necessary to reduce the Proposed Project's GHG emissions to net zero. Mitigation Measures **GHG-1** and **GHG-2** would contribute to reductions in GHG construction emissions. No mitigation measures have been identified to significantly reduce operational emissions, which would be the primary source of impactful emissions. Therefore, impacts associated with the Proposed Project's direct and indirect increase in GHG emissions would remain significant and unavoidable. Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

Reference. Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, pages 3.8-26 through 3.8-30.

5.3 NOISE AND VIBRATION

The Proposed Project would have a significant impact related to noise and vibration if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Construction Only);
- Generate excessive groundborne vibration or groundborne noise levels (Construction Only);

Construction noise predictions for the Balboa Double Track Extension in the City of Los Angeles show there is only one sensitive receiver potentially impacted in the area at 14748 San Fernando Road. Due to the proximity of this receiver to the proposed construction activities, it is predicted this receiver will experience noise exceedances by up to 13 decibels (dBA) during the noisiest construction activities. Construction noise predictions for sensitive receivers near construction activities associated with the Canyon Siding Extension in the City of Santa Clarita show exceedances of the noise limit at several locations, including one commercial building along the western edge of the Canyon Siding Extension site and several residences along the eastern side of the Canyon Siding Extension site. Construction of the Lancaster Terminal Improvements are predicted to result in noise exceedances at two sensitive receiver locations including a commercial building (44738 Sierra Highway) and a homeless shelter (44611 Yucca Avenue).

Regarding construction-related vibration impacts, while the predicted vibration does not reach levels that risk damage to any of the affected receivers described above, vibration levels would exceed the annoyance threshold at one sensitive receiver near the Balboa Double Track Extension site (14748 San Fernando Road), one sensitive receiver near the Canyon Siding Extension site (22840 Soledad Canyon Road), and two sensitive receivers near the Lancaster Terminal Improvements site (44738 Sierra Highway and 44611 Yucca Avenue).

Mitigation Measures

NV-1 Metro/Metrolink’s contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro/Metrolink prior to initiating construction. Where the construction cannot be performed in accordance with the local noise ordinances construction noise standards, the contractor would investigate alternative construction measures that would result in lower sound levels. The noise limits for each jurisdiction are shown in the following table, NV-1 Noise Limits.

NV-1 - Noise Limits

Land Use	Noise Limit – Daytime ¹ L _{eq} (dBA)	Noise Limit – Nighttime L _{eq} (dBA)
Any Residential – City of Los Angeles	Ambient +5 dBA	Ambient +5 dBA ²
Single-Family Residential – Santa Clarita and Lancaster	75 ²	60 ^{2,3}
Multi-Family Residential – Santa Clarita and Lancaster	80 ²	64 ^{2,3}
Commercial	85 ²	n/a ⁴

¹ Daytime is defined as follows:

Los Angeles: 7 am – 9 pm (Mon-Fri), 8 am – 6 pm (Sat)

Santa Clarita: 7 am – 7 pm (Mon – Fri), 8 am – 6 pm (Sat)

Lancaster: 7 am – 8 pm (Mon – Sat)

² L.A County Code Limit

³ Recommended limit if written permission is allowed for work outside of the “Daytime” defined hours

⁴ Commercial properties are not typically sensitive at night.

The contractor would conduct noise monitoring to demonstrate compliance with contract noise limits. Noise-reducing methods that may be implemented by the contractor include:

- If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to achieve noise levels as close to the nighttime limits of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards as possible.
- Use specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers.
- Locate equipment and staging areas away from noise-sensitive receivers.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers, noise control curtains, and/or noise enclosures. This approach can be particularly effective for stationary noise sources such as

- compressors and generators. These methods may not be effective for elevated receivers; blocking line-of-sight is necessary.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
 - Avoid impact pile driving where possible. Where geological conditions permit, the use of drilled piles or a vibratory pile driver is generally quieter.
 - Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools.
 - Where possible, minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.
 - If all conventional noise control measures cannot achieve the noise levels of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards and unavoidable excessive exceedances of the noise limits are predicted, Metro/MetroLink shall offer to temporarily relocate residents to a hotel. The Noise Control Plan shall define excessive exceedance of the noise limits and shall be approved by Metro/MetroLink.

NV-2 Specific measures to be employed to reduce or mitigate construction vibration impacts shall be developed by the contractor and presented in the form of a Vibration Monitoring Plan as part of the Noise Control Plan. Measurements shall be taken during peak vibration generating construction activities, and the results must be submitted to Metro/MetroLink on a weekly basis.

The following precautionary vibration mitigation strategies should be implemented to minimize the potential for annoyance to occupants in the project area:

- **Alternative Construction Procedures:** If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive uses. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.
- **Occupant Temporary Relocation.** When construction or demolition activity must occur very close to the receiver, other less conventional vibration reduction techniques shall be employed. A vibration disturbance coordinator shall be established for affected sensitive occupants regarding vibration annoyance. Vibration levels shall be monitored at the affected uses to determine if vibration levels exceed the vibration annoyance criteria of 0.016 inches per second at residential uses and 0.022 inches per second at commercial uses during construction activity. If construction vibration results in exceedances of the vibration annoyance criteria, occupants shall be temporarily relocated to a hotel during construction times when vibration will be the

greatest and most intrusive. Construction activities in non-residential areas shall be scheduled during non-operational hours of commercial uses.

Finding. Implementation of Mitigation Measure **NV-1** would reduce noise levels through various noise reduction methods such as: use of an acoustically attenuating shield. High performance mufflers, temporary noise barriers, and use of electric instead of diesel-powered equipment. It is anticipated that with implementation of Mitigation Measure **NV-1**, impacts at commercial and residential receivers in Santa Clarita would reduce noise levels below the impact thresholds. However, where larger noise exceedances are predicted, mitigation may not reduce noise below impact thresholds, and impacts would be significant and unavoidable. It is anticipated that implementation of Mitigation Measure **NV-2** would reduce noise impacts at the sensitive receiver commercial building along the western edge of the Canyon Siding Extension site in the City of Santa Clarita to less than significant. Where vibration exceedances are predicted, mitigation may not reduce vibration below impact thresholds, and annoyance impacts may be unavoidable. Where unavoidable impacts are predicted, unconventional mitigation measures shall be considered. Unconventional mitigation may be required for the impacted City of Los Angeles residential receivers during construction of the Balboa Double Track Extension and possibly for the impacted Lancaster receivers during construction of the Lancaster Terminal Improvements. For a residential receiver, an unconventional mitigation measure is to relocate the residents to a hotel during construction phases that are loudest and most intrusive. Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

Reference. Section 3.10, Noise, of the Draft EIR, pages 3.10-23 through 3.10-35.

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

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. Therefore, as identified in the EIR, changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Proposed Project.

6.1 TRANSPORTATION

The Proposed Project would create a significant impact related to transportation if it were to:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Construction Only);

Impact. Construction would require the import and export of materials and equipment, and the localized movement of equipment on local streets and highways, particularly in the areas surrounding each of the capital improvements. The additional traffic generated during construction would consist of equipment, employee vehicles, and material deliveries in trucks. In addition,

construction would require temporary lane reductions as well as potential street closures where construction work is proposed within existing at-grade crossings, including Golden Oak Road in the City of Santa Clarita and Lancaster Boulevard in the City of Lancaster.

In addition, construction may affect portions of the AVL mainline track as part of the Balboa Double Track Extension or Canyon Siding Extension improvements and there is potential for construction to result in schedule delays, increased dwell times, and overall decreased performance of the AVL as well as Union Pacific Railroad (UPRR) operations. Similarly, Construction activities associated with the Canyon Siding Extension at the Santa Clarita Station may affect passengers due to temporary access impediments, pedestrian detours, and/or temporary shuttle service to nearby stations. Under the Island Platform design option, it is anticipated that the Santa Clarita Station would be out of service for periods of construction and a shuttle service would be provided.

No construction activities are proposed within an existing bicycle facility such that a designated bike route or lane would be affected by construction. Construction activities at the Golden Oak Road crossing would include restriping adjacent to the bicycle facility along Soledad Canyon Road, as well as installation of chicanes; however, regular use of the bicycle facility east of the Golden Oak Road intersection would not be impeded during construction. Pedestrian and bicycle movements through the Golden Oak Road crossing would be restricted during construction in a similar fashion as vehicle traffic. Similarly, construction of the layover facility associated with the Lancaster Terminal improvements would place restrictions on pedestrian and bicycle movements through the Lancaster Boulevard crossing. Access to and from the existing platform at the Santa Clarita Station would be modified to facilitate construction. Appropriate safety provisions would be required to be in place to minimize disruptions to pedestrian ingress and egress. Pedestrian and bicycle access to the Lancaster Terminal would also be temporarily affected under the Island Platform Design Option.

Reference. Section 3.1, Transportation, of the Draft EIR, pages 3.1-21 through 3.1-27. Chapter 2, Corrections and Additions, of the Final EIR, pages 2- 2 through 2-3.

Mitigation Measures

TR-1 During the final engineering phase and at least 30 days prior to the start of construction of each capital improvement, a construction Traffic Management Plan (TMP) shall be prepared by the contractor for each capital improvement including the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster. Each TMP shall be reviewed and approved by Metro/Metrolink, City of Los Angeles, City of Santa Clarita, City of Lancaster, and Caltrans, where applicable. The TMP shall identify proposed detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours. Lane and/or road closures shall be scheduled in consultation with the local public works departments associated with each capital improvement site to minimize disruptions to community traffic. The nearest local fire responders shall be notified, as appropriate, of traffic control plans, and lane and/or road closures as well as detour routes and construction vehicle routes shall be

coordinated with fire responders to minimize disruptions to emergency response routes. The TMP shall identify pedestrian and bicycle circulation and access detours in and around the affected stations as well as temporary bus stop locations and signage, as applicable.

TR-2 During final engineering design and prior to construction, Metro/Metrolink shall establish rail operating agreements and/or memoranda with Metrolink and Union Pacific Railroad (UPRR) to outline mutually agreed upon work windows and contractor operating restrictions. Such agreements shall identify performance objectives such as maximum allowed dwell times and/or on-time performance requirements to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications) and implemented to maintain the mutually agreed upon performance objectives during construction. Prior to construction, Metro/Metrolink and the construction contractor shall prepare detailed construction phasing plans for each phase of construction that identify appropriate means and methods to maintain mutually agreed upon on-time performance objectives while minimizing impacts on pedestrians and passengers at Santa Clarita Station and/or Lancaster Terminal. Prior to construction, Metro/Metrolink and the construction contractor shall also coordinate with current rail operators to establish temporary construction detours for passengers at the Santa Clarita Station and Lancaster Terminal that correspond to detailed construction phasing plans to minimize impacts on passenger transfer times. Detailed construction phasing plans shall be deemed acceptable by Metrolink prior to commencement of construction activities that could affect regular Metrolink operations.

Throughout the duration of construction, Metro/Metrolink shall solicit UPRR's participation, as-needed, in construction coordination meetings to evaluate the efficiency of the measures in place and Metro/Metrolink and the construction contractor shall implement changes to means and methods during construction to ensure the performance objectives are maintained at an acceptable level throughout construction.

Finding. The potential impacts would be mitigated through the development of Traffic Management Plans and through the establishment of rail operating agreements with operators on the AVL. Metro finds that, through implementation of Mitigation Measures **TR-1** and **TR-2**, these impacts related to transportation would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.2 AESTHETICS

The Proposed Project would create a significant impact related to aesthetics if it were to:

- Have a substantial adverse effect on a scenic vista (Construction and Operations);
- In non-urbanized areas, would the Proposed 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 (Construction Only).

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (Construction Only).

Impact. During construction, the Proposed Project would introduce heavy equipment (e.g., loaders, excavators, scrapers), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the visual environment of the capital improvement sites. These elements would present visually disruptive elements to views of surrounding hillsides and scenic vistas. At the Balboa Double Track Extension site, less than significant impacts would occur since the construction site would be situated at a lower elevation than the I-5 and thus views of the surrounding hills would not be obstructed or otherwise affected. At the Lancaster Terminal Improvements site, there are no scenic vistas available. However, at the Canyon Siding Extension site, views available to residents north of the Santa Clara River and users of the Santa Clara River Trail would be affected by the presence of construction-related equipment and activities. In addition to affecting this scenic vista, construction activities would temporarily alter the visual character of the hillsides from the perspective of residents north of the Santa Clara River and users of the Santa Clara River Trail.

During operations, portions of the hillside within and adjacent to the rail ROW at the Canyon Siding Extension site would be cut into and soil/rock cut slopes would be installed. From the Santa Clara River Trail and residential neighborhood north of the Santa Clara River, the proposed soil/rock cut slopes would be visible. While views of the Santa Susana River would remain unobstructed and undisturbed, views of the undeveloped hillside would be altered by the proposed soil/rock cut slope if no vegetation is planted on the disturbed slopes. In addition to affecting this scenic vista, after the soil/rock cut slopes are installed, the proposed soil/rock cut slopes would be inconsistent with the visual character of the undeveloped hillsides, and sensitive viewers (i.e., residents north of the Santa Clara River and users of the Santa Clara River Trail) would notice this change.

Regarding lighting and glare, most construction activities would occur during daytime hours; however, if necessary, nighttime construction work could potentially increase nighttime light or glare, temporarily affecting visibility and may result in temporary adverse effects related to spillover lighting and glare.

Reference. Section 3.2, Aesthetics, of the Draft EIR, pages 3.2-24 through 3.2 -37.

Mitigation Measures

- AES-1** During construction in the City Santa Clarita, the perimeter of construction areas, including but not limited to, staging and laydown areas, shall be screened to shield views of construction activities from the residential neighborhood north of Santa Clara River and the Santa Clara River Trail.

AES-2 In areas where the slope ratio of the soil/rock cut slopes permits vegetation growth, plants shall be placed on the soil/rock cut slopes. The type of vegetation to be planted shall be consistent with the natural vegetation that is generally associated with the undeveloped hillsides adjacent to the rail right-of-way.

AES-3 During construction, nighttime construction lighting shall be directed toward the interior of the construction area and shielded with temporary construction screening to limit light spillover into adjacent areas.

Finding. The potential impacts would be mitigated by limiting views of most construction activities at the residential neighborhood north of Santa Clara River and the Santa Clara River Trail and by revegetating the hillside upon completion of grading activities at the Canyon Siding Extension Site. To address lighting and glare concerns during nighttime construction activities, potential impacts would be mitigated by limiting construction lighting to the construction areas. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation Mitigation Measures **AES-1**, **AES-2**, and **AES-3**, these impacts related to aesthetics would be reduced to less-than-significant. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.3 BIOLOGICAL RESOURCES

The Proposed Project would create a significant impact related to biological resources if it were to:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Construction Only);
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service (Construction Only);
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Construction Only);
- 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 (Construction Only);
- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (Construction Only); and

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Construction Only).

Impact. Though the majority of the Proposed Project improvements would be constructed within the existing AVL ROW, some natural areas still exist primarily in open space areas immediately outside of the existing ROW. Such habitats have the potential or are known to support sensitive plant and animal species. Construction activities have the potential to disturb wildlife due to vegetation removal and construction equipment moving through the capital improvement sites. Certain species of birds are protected by the Migratory Birds Treaty Act (MBTA) and California Fish and Game Code from removal or destruction of an active nest (defined as a nest with eggs or young being attended by one or more adults) or direct mortality or injury of individual birds. In addition to birds, removal of vegetation, trees, and construction activities occurring on or around bridge structures such as Interstate 5 (I-5), as proposed under the Balboa Double Track Extension, has the potential to disturb bat species or roosts.

Construction activities have the potential to affect special-status wildlife species by removing habitat, disturbing breeding and/or foraging, or by causing injury and/or mortality. Such special-status species may include coastal California gnatcatcher, least Bell's vireo, Santa Ana sucker, unarmored threespine stickleback, San Diego desert woodrat, coastal whiptail, and western spadefoot toad, among others. While biological surveys conducted at the three capital improvement sites did not identify presence of any special-status species, the potential exists for these species to be present or to utilize areas affected by the Proposed Project for habitat, breeding and foraging.

Additionally, there is potential for special-status plant species and sensitive plant communities to be present on the capital improvement sites or their surroundings. The removal of special-status plant species may cause adverse effects on sensitive natural communities important to the State of California. Similarly, construction activities can contribute dust, construction-related chemicals such as fuels and refuse, and run-off from the construction site can accumulate within water courses or other areas supporting riparian vegetation or other sensitive plant communities, particularly in low-lying areas along edges of the AVL ROW. There is one identified western Joshua tree located approximately 280 feet east of the Lancaster Terminal Station platform at the intersection of Yucca Avenue and Milling Street. On September 22, 2020, the California Fish and Game Commission determined that listing western Joshua tree as threatened under the California Endangered Species Act may be warranted. While no construction activities are anticipated at this location, movement of construction equipment and personnel near the western Joshua tree has the potential to disturb the root zone and soils supporting the tree potentially resulting in impacts to the tree's health and seedbank. Potential impacts would be most likely under any of the proposed Island Platform design options as construction work would occur along the existing station platform, within 250 feet of the tree.

Southern California black walnut trees have been observed along the slopes adjacent to the Balboa Double Track Extension site and coast live oak trees are present along the south side of

the Canyon Siding Extension site near the Santa Clarita Station platform. The California Department of Fish and Wildlife considers both California walnut groves and coast live oak woodland to be sensitive natural communities. Grading activities at both locations have the potential to require removal of these sensitive trees which are part of sensitive natural communities.

There are multiple riverine and freshwater pond features within the vicinity of the capital improvement sites, including one riverine feature that demonstrates indicators of wetland presence adjacent to the Balboa Double Track Extension site. None of these features contain state or federally protected wetlands. However, construction activities have the potential to result in hydrological interruption through the inadvertent disturbance of water features associated with grading activities.

Reference. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-7 through 3.4-19. Chapter 2.0, Corrections and Additions, of the Final EIR, pages 2-3 through 2-21.

Mitigation Measures

BIO-1 Vegetation removal shall be conducted outside of the bird nesting season (nesting typically occurs between February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within seven days prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.

If work occurs on existing bridges with potential nest sites that will be removed or will have modifications to the substructure, these should be conducted between February 1 and September 30. All bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests.

Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of birds until October or the completion of construction.

A biological monitor shall be present during all ground-disturbing activities to ensure no impacts occur to nesting birds during nesting bird season (mid-March to mid-May), if applicable, as well as to ensure minimal impacts to other plant and animal species.

BIO-2

To avoid impacts to nesting birds, Metro/Metrolink shall submit to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) a Nesting Bird Management, Monitoring, and Reporting Plan for review and approval prior to commencement of Proposed Project construction activities during the breeding season (February 1 to August 31, and as early as January 1 for some raptors). The Nesting Bird Management, Monitoring, and Reporting Plan should include the following:

- Nest survey protocols describing the nest survey methodologies, including the following:
 - A management plan describing the methods to be used to avoid nesting birds and their nests, eggs, and chicks;
 - A monitoring and reporting plan detailing the information to be collected for incorporation into a regular Nest Monitoring Log (NML) with sufficient details to enable USFWS and CDFW to monitor Metro/Metrolink's compliance with California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513;
 - A schedule for the submittal (usually weekly) of the NML;
 - Standard buffer widths deemed adequate to avoid or minimize significant project related edge effects (disturbance) on nesting birds and their nests, eggs, and chicks;
 - A detailed explanation of how the buffer widths were determined; and
 - All measures the applicant will implement to preclude birds from utilizing project related structures (i.e., construction equipment, facilities, or materials) for nesting.
- Preconstruction nesting bird surveys shall be completed within 72 hours of construction-related activities and implement appropriate avoidance measures for identified nesting birds. To determine the presence of nesting birds that the project activities may affect, surveys should be conducted beyond the Project Area - 300 feet for passerine birds and 500 feet for raptors. The survey protocols should include a detailed description of methodologies utilized by CDFW-approved avian biologists to search for nests and describe avian behaviors that indicate active nests. The protocols should include but are not limited to the size of the Project Area being surveyed, method of search, and behavior that indicates active nests. Each nest identified in the Project Area should be included in the NML.

The NMLs should be updated daily and submitted to the CDFW weekly. Since the purpose of the NMLs is to allow the CDFW to track compliance,

the NMLs should include information necessary to allow comparison between nests protected by standard buffer widths recommended for the Proposed Project (300 feet for passerine birds, 500 feet for raptors) and nests whose standard buffer width was reduced by encroachment of project-related activities. The NMLs should provide a summary of each nest identified, including the species, status of the nest, buffer information, and fledge or failure data. The NMLs will allow for tracking the success and failure of the buffers and will provide data on the adequacy of the buffers for certain species. The applicant(s) will rely on its avian biologists to determine the appropriate standard buffer widths for nests within the Project Area to employ based on the sensitivity levels of specific species or guilds of avian species. The determination of the standard buffer widths should be site- and species-/guild-specific and data-driven and not based on generalized assumptions regarding all nesting birds.

- The determination of the buffer widths should consider the following factors:
 - Nesting chronologies;
 - Geographic location;
 - Existing ambient conditions (human activity within line of sight—cars, bikes, pedestrians, dogs, noise);
 - Type and extent of disturbance (e.g., noise levels and quality—punctuated, continual, ground vibrations—blasting-related vibrations proximate to tern colonies are known to make the ground-nesting birds flush the nests);
 - Visibility of disturbance;
 - Duration and timing of disturbance;
 - Influence of other environmental factors; and
 - Species' site-specific level of habituation to the disturbance. Application of the standard buffer widths should avoid the potential for project-related nest abandonment and failure of fledging, and minimize any disturbance to the nesting behavior. If project activities cause or contribute to a bird being flushed from a nest, the buffer must be widened.

BIO-3

Prior to tree removal or demolition activities, Metro/Metrolink shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within buildings to be demolished or trees to be removed. The surveys can be conducted by visual identification and can assume presence of hoary and/or pallid bats or the bats can be identified to a species level with the use of a bat echolocation detector such as an “Anabat” unit. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the CDFW and no further mitigation is required. If roosting sites or hoary bats are found, then the following monitoring and exclusion, and habitat replacement measures shall be implemented.

If bats are found roosting outside of nursery season (nursery season typically occurs between May 1 through October 1), then they shall be evicted as described below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFW) buffer zone shall be established around the roosting site within which no construction or tree removal shall occur.

Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFW that allow the bats to exit the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried concurrently with any scheduled bird exclusion activities.

Each roost lost (if any) will be replaced in consultation with the California Department of Fish and Game and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.

- BIO-4** A revegetation plan will be developed by a qualified biologist to guide the restoration of native vegetation temporarily or permanently impacted by project implementation.
- BIO-5** Limits of disturbance will be staked during construction activities to ensure that impacts to the Project Area are minimized, and staking will stay in place until final site stabilization.
- BIO-6** If construction must occur during nighttime hours, lighting that produces a green colored beam with an automatic sensor shall be utilized.
- BIO-7** Metro/Metrolink shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines. The protocol shall be followed

for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to starting any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.

Where Project construction and activities would occur within and/or adjacent to California coastal gnatcatcher habitat, no work shall occur from February 15 through August 31.

There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat.

If California coastal gnatcatcher habitat is identified within the construction footprint of any of the capital improvement sites, Metro/Metrolink shall provide compensatory mitigation for loss of any California coastal gnatcatcher habitat at no less than a 2:1. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance.

BIO-8

Prior to Proposed Project construction activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWS within 45 calendar days following the completion of protocol-level surveys. If least Bell's vireo is detected, no construction work, including staging, mobilization, and site preparation, shall occur during the least Bell's vireo nesting season (April 10 to July 31). No habitat supporting least Bell's vireo shall be removed at any time.

If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Proposed Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act. Metro/Metrolink shall obtain a permit from California Department of Fish and Wildlife prior to starting any Project construction and activities.

BIO-9

There shall be no impacts on western Joshua trees and seedbank. Access to the Lancaster Terminal Improvements site shall not be allowed from Yucca Avenue/West Milling Street. No activities shall occur within a 250-foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance. If necessary, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act before starting any construction and activities where impacts to the western Joshua tree and seedbank cannot be avoided.

BIO-10 At least one year prior to starting any Proposed Project construction and activities, a qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with an appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. If a California Endangered Species Act (CESA) and/or Endangered Species Act (ESA)-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro/Metrolink shall consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro/Metrolink shall have a permit from CDFW and/or USFWS prior to starting any Proposed Project construction and activities.

If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Proposed Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro/Metrolink, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Proposed Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits.

BIO-11 At least one year prior to starting any Proposed Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologist with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to CDFW.

Metro/Metrolink shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro/Metrolink shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback.

BIO-12 During final design and at least one year prior to construction, a qualified biologist with access to the rail right-of-way, shall conduct a field assessment within the

Balboa Double Track Extension and Canyon Siding Extension sites. The assessment shall include an inventory of observable plant and animal species, mapping and characterization of on-site habitats, and an evaluation of each site's potential to support special status species. Presence/absence surveys shall be conducted for special status plants, San Diego desert woodrat, coastal whiptail, western spadefoot toad, arroyo toad, silvery legless lizard, coast horned lizard, as well as small mammals, and bats. Results of the field assessment shall be provided to CDFW. In consultation with CDFW, the qualified biologist shall make recommendations for the avoidance of any identified species including but not limited to additional preconstruction surveys, capture and relocation of terrestrial species by a qualified biologist with proper scientific collection and handling permits, additional restrictions on construction equipment and/or means, and application for appropriate take authorization.

BIO-13

Riparian zones within the three capital improvement sites shall be protected through control of invasive plant species. All construction vehicles and heavy equipment shall be washed (including treads, wheels, and undercarriage) prior to delivery to the Project site to minimize weed seeds entering the construction area via vehicles. Slope stabilization and replanting materials used during construction shall be certified as weed-free. Invasive plant species (such as giant reed) located on the Proposed Project site shall be removed during construction. Invasive plant species shall be removed using best management practices that contain and properly dispose of the species' seeds and plant materials (which may reproduce asexually). Transport of any invasive plant material offsite shall be stored in securely covered containers or vehicles and disposed of at facilities that shall properly eliminate the ability of these materials to grow or colonize new areas.

BIO-14

In areas where riparian features are below upland features, a qualified biologist shall determine if any disturbance would occur in upland areas such that runoff could affect wetlands or riparian habitat. If riparian features are identified in locations that may be subject to construction-related runoff, the qualified biologist shall identify these areas, clearly delineate sensitive site conditions on-site, and recommend best management practices for the control of runoff including but not limited to:

- Minimizing the extent of disturbed areas and duration of exposure;
- Stabilizing and protecting disturbed areas;
- Keeping runoff velocities low;
- Retaining sediment within the construction area;
- Use of silt fences or straw wattles;
- Temporary soil stabilization;
- Temporary drainage inlet protection;
- Temporary water diversion around the immediate work area; and

- Minimizing debris from construction vehicles on roads providing construction access.

BIO-15 Metro/Metrolink shall provide no less than 2:1 ratio for direct impacts on streams and associated riparian plant community. Metro/Metrolink shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2 to be determined through consultation with California Department of Fish and Wildlife and/or Department of Fish and Wildlife, as applicable.

BIO-16 Metro/Metrolink shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed.

BIO-17 Metro/Metrolink shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro/Metrolink shall create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation site shall also provide the same understory species as found in the impacted area.

BIO-18 To prevent inadvertent disturbance to areas outside the limits of grading, all grading shall be monitored by a biologist. A Metro-approved Project Biologist shall be contracted to perform biological monitoring during all grading, clearing, grubbing, trenching, and construction activities.

The following shall be completed:

- The Project Biologist shall perform the monitoring duties before, occasionally during, and after construction. The Project Biologist shall perform the following duties:
 - Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading to reduce conflict between the timing and location of construction activities and other mitigation requirements (e.g., seasonal surveys for nesting birds);
 - Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas prior to clearing, grubbing, or grading;
 - Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction with the contractor and other key construction personnel prior to clearing, grubbing, or grading;
 - Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing, grubbing, or grading;

- Conduct a field review of the staking to be set by the surveyor, designating the limits of all construction activity prior to clearing, grubbing, or grading;
- Be present during initial vegetation clearing, grubbing, and grading;
- Flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush-clearing and earthmoving activities; and
- To address hydrology impacts, the Project Biologist shall verify that grading plans include a Stormwater Pollution Prevention Plan.

BIO-19

To comply with the state and federal regulations for impacts to “waters of the United States and state,” the following agency permits are required, or verification that they are not required shall be obtained.

- The following permit and agreement shall be obtained, or provide evidence from the respective resource agency that such an agreement or permit is not required:
 - A Clean Water Act, Section 401/404 permit issued by the California Regional Water Quality Control Board (RWQCB) and the United States Army Corps of Engineers (USACE) for all project-related disturbances of waters of the United States and/or associated wetlands.
 - A Section 1602 Streambed Alteration Agreement (LSA) issued by the CDFW for all project related disturbances of any streambed.
 - If required, the Streambed Alteration Agreement notification shall include the following information and analyses:
 1. Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted.
 2. An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity;
 3. A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site;
 4. A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities;
 5. An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation;
 6. Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities;
 7. Specific activities and actions Metro/Metrolink proposes to take to mitigate for impacts on streams and riparian vegetation,

specifically, actions to control invasive plants and animals and reintroducing native biota;

8. A complete description of routine maintenance activities that may be required for the life of the Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project; and
9. Protocol survey results (see Mitigation Measures **BIO-7** through **BIO-12**), including negative findings, shall be included as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species.

- Documentation: Metro/Metrolink shall consult each agency to determine if a permit or agreement is required. Upon completion of the agency review of this Proposed Project, the applicant shall provide a copy of the permit(s)/agreement(s), or evidence from each agency that such an agreement or permit is not required for compliance.
- Timing: Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits.
- Monitoring: Metro/Metrolink shall review the permits/agreement for compliance with this condition. Copies of these permits should be implemented on the grading plans.

BIO-20

Preconstruction surveys for protected trees (native trees four inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under any relevant tree protection ordinance, shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the relevant local jurisdiction. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the relevant local agency has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring one inch or more in diameter, one foot above the base, and shall be at least seven feet in height measured from the base.

BIO-21

Protect trees that will possibly receive impacts to the root system by restricting root cuts to the outer region of the roots using a distance formula recommended by the International Society of Arboriculture. Adjust utility relocations to avoid as many tree trunks and root clusters as possible and eliminate direct impacts/removal of trees.

Hand digging the root protection zones will reduce indirect impacts to the root systems.

BIO-22 Provide temporary supplemental irrigation to existing trees during construction, as necessary.

BIO-23 Replace all impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols

BIO-24 Determine proven methods of stabilizing the existing landscape to minimize disturbances beyond the area of cut and fill.

BIO-25 Consider “Geo-cell” type planted retaining wall stabilization structures if they can be planted with native chaparral seed.

BIO-26 Provide compost to hold moisture in the soil. Utilize watering bags for the establishment period.

BIO-27 All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.

Findings. The potential impacts would be mitigated by requiring qualified biologists to conduct site surveys including focused/protocol surveys both during final design and prior to construction, restricting vegetation removal activities to outside of bird nesting and bat roosting seasons, monitoring construction activities, obtaining proper permits, and by providing compensatory or replacement mitigation for removed sensitive plant communities. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **BIO-1** through **BIO-27**, these impacts related to biological resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.4 CULTURAL RESOURCES

The Proposed Project would create a significant impact related to cultural resources if it were to:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Construction Only).

Impact. The Proposed Project is located within the existing railroad alignment that has been subject to disruption by development activities. Surficial archaeological resources that may have existed have likely been displaced or destroyed. However, there is the possibility that ground-disturbing activities during the excavation of the cut slopes and addition of retaining walls could impact previously undiscovered prehistoric or archaeological resources. Additional

excavation activities at the Santa Clarita Station associated with the Platform to Platform Pedestrian Undercrossing, Island Platform with Platform to Parking Lot Pedestrian Undercrossing, and Island Platform with Pedestrian Undercrossing Design Options present further risk of impact to these resources.

Reference. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-12 through 3.5-14. Section 2.0, Corrections and Additions, of the Final EIR, pages 2-21 through 2-24.

Mitigation Measures

CUL-1 Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeano Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.

Prior to issuance of grading permits for each capital improvement site, a qualified archeologist, meeting the Secretary of the Interior's Standards shall be retained to serve as Project Archaeologist to develop and supervise the archaeological monitoring program.

Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency. The Consulting Tribes shall also be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (8) communication/notification protocols; and (9) a description of monitoring reporting procedures.

At the commencement of construction, an archaeologist shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The Program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during Program

excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.

The archaeological monitors shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the archaeological monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension site, archaeological monitoring shall be limited to ground-disturbing activities within native soil only.

All archaeological monitors, working under the supervision of the Project Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously-occurring ground-disturbing activities receive thorough levels of monitoring coverage. The Project Archaeologist shall have the ability to recommend, with written and photographic justification, the reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the Consulting Tribes concur with this assessment, then monitoring shall be reduced or ceased.

If an inadvertent discovery of archaeological materials is made during project-related construction activities, the archaeological monitors shall have the authority to halt ground-disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Project Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources (TCRs) are identified within disturbed or native sediments, the Consulting Tribes shall be notified. The procedures outlined in a CRMP shall then be implemented.

Finding. The potential impacts would be mitigated by requiring a qualified archeologist to oversee construction activities. Metro finds that, through implementation of Mitigation Measure **CUL-1**, this impact related to cultural resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.5 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The Proposed Project would create a significant impact related to geology, soils, and paleontological resources if it were to:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

- Strong seismic ground shaking (Construction Only);
- Seismic-related ground failure, including liquefaction (Construction Only); and/or
- Landslides (Construction Only).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potential result in on- or off-site landslide (Construction Only).
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Construction Only).

Impact. The Proposed Project is located in a geologically active region prone to earthquakes, liquefaction, seismically-induced slope failure, and landslides. All three of the capital improvement sites lie within an Alquist-Priolo Earthquake Zone and cross multiple major earthquake fault zones. The Balboa Double Track Extension site is intersected by the San Fernando and Santa Susana faults within the Sierra Madre Fault Zone; to the south of the Balboa Double Track Extension site lies the Mission Hills Fault Zone and Northridge Fault. The Canyon Siding Extension site is intersected by the Honor Rancho section of the San Gabriel Fault Zone. Major earthquake fault zones underlay other portions of the AVL outside of the capital improvement sites, including the Soledad Fault and the Mojave Section of the San Andreas Fault Zone. The Balboa Double Track Extension site and the Canyon Siding Extension site are both within areas that are susceptible to landslides and debris flows.

Regarding paleontological resources, there is potential for excavation activities associated with construction of the capital improvements and design options to unearth or destroy unique paleontological or geologic features and without mitigation, the Proposed Project would result in a significant impact on paleontological resources.

Reference. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-26 through 3.7-31 and pages 3.7-35 through 3.7-36.

Mitigation Measures

GEO-1 Prior to the construction of the Proposed Project, Metro/Metrolink shall develop a geotechnical design report to address geological, seismic, and soil-related constraints encountered by the Proposed Project construction. The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be

experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslide areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.

PAL-1 Full-time paleontological monitoring shall be implemented when Saugus Formation (QTs, Tsr), Pico Formation (Tps, Tp), Towsley Formation (Ttos), or older sedimentary deposits (Qog, Qoa) are impacted. Excavations into artificial fill (af) and younger sedimentary deposits (Qf, Qyfc, Qa, Qg) shall be initially spot-checked during excavations that exceed depths of 5 feet to check for underlying, paleontologically sensitive older sedimentary deposits. If it is determined that only artificial fill (af), modern alluvial fan deposits (Qf), younger alluvial fan deposits (Qyfc), alluvial gravel, and clay of valley areas (Qa), or stream channel deposits (Qg) are impacted, the monitoring program may be reduced or suspended.

PAL-2 Prior to construction, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared that provides detailed recommended monitoring locations; a description of a paleontological resources worker environmental awareness program to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. A curation agreement from the NHMLA, or another accredited repository, shall also be obtained prior to excavation in the event that paleontological resources are discovered during the construction phase of the Proposed Project.

Finding. The potential impacts related to strong seismic ground shaking, liquefaction, and landslides would be mitigated by designing the Proposed Project elements according to State and local building codes. Potential impacts to paleontological resources would be mitigated by requiring a qualified paleontologist to oversee Proposed Project construction activities. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **GEO-1**, **PAL-1**, and **PAL-2** these impacts related to geology, soils, and paleontological resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.6 HAZARDS AND HAZARDOUS MATERIALS

The Proposed Project would create a significant impact related to hazards and hazardous materials if it were to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Construction Only);
- 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 (Construction Only);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Construction Only);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Construction Only).

Impact. Construction activities would use and generate hazardous waste. Hazardous materials would include, but are not limited to vehicle fuels, asphalt/concrete, lubricants, epoxy resins, drilling fluids, and paints. The use of these materials, including their routine transport and disposal, carries the potential for an accidental release into the local environment. Although typical construction management practices limit and often eliminate the risk of such accidental releases, the extent and duration of the Proposed Project construction presents a possible risk to the environment, through the routine transport of hazardous materials.

There is potential for contaminated soil and groundwater, aerially deposited lead, presence of lead-based paints, presence of asbestos containing materials, and various historic uses that handled or stored hazardous materials within the vicinity of the capital improvement sites. Disturbances of soil, soil vapor, or groundwater during construction at known, potential, or historical concern sites would potentially result in the upset of hazardous materials into the environment and presenting potential for significant impacts. Disturbance of these concern sites could create a health risk to construction workers and nearby residents or the public during construction. In addition, the Balboa Double Track Extension site is located within a known Methane Zone and Methane Buffer Zone. There is potential for ground disturbing activities such as track removal and grading to result in the release of methane vapor presenting potential risks of explosion. Notably, portions of the Canyon Siding Extension site are located within the historic boundaries of the Whitaker-Bermite Facility, which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There is higher potential for soil contamination and hazardous material release impacts during construction at this site.

Reference. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-18 through 3.9-25.

Mitigation Measures

HAZ-1 Prior to the start of construction, the contractor shall provide Metro/Metrolink with an industrial waste management plan and/or a waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations or a Spill Prevention, Control, and Countermeasure Plan. These plans shall be completed to Metro/Metrolink contractor specifications and will identify the responsible parties and outline procedures for hazardous waste and hazardous materials worker training, certifications, handling, storage, and transport during construction of the Proposed Project. The plan shall specify how the contractor will handle and manage wastes onsite, including:

- Prescribe BMPs to follow to prevent hazardous material releases and cleanup of any hazardous material releases that may occur
- Comply with the SWRCB Construction CWA Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction.

During construction, the contractor shall comply with applicable federal and state regulations that consider hazardous material handling and storage practices, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

HAZ-2 Prior to the start of construction, the construction contractor shall retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, Groundwater Management Plan, and/or Soil, Soil Vapor, and Groundwater Management Plan. These plans shall be completed to Metro/Metrolink's contractor specifications and submitted to Metro/Metrolink prior to any ground-disturbing activities for the Proposed Project. Alternatively, soil, soil vapor, and/or groundwater plans shall be prepared separately and then compiled together as a Soil, Soil Vapor, and Groundwater Management Plan.

HAZ-3 Consistent with Metro's standard practice, prior to the start of construction, the contractor shall provide Phase I Environmental Site Assessments (ESAs) in accordance with standard American Society for Testing and Materials (ASTM) methodologies, to assess the land use history of each parcel that would be acquired for the Proposed Project. The determination of parcels that require a Phase II ESA (i.e., soil, groundwater, soil vapor subsurface investigations) shall be evaluated after the Phase I ESAs have been completed and would be based on the results of the Phase I ESAs. Specifically, if the Phase I ESAs identify suspected contamination in the soil, soil vapor, or groundwater; a Phase II ESA shall be conducted to determine whether the suspect contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels.

If the Phase II ESA concludes that the site is impacted, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) shall be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements shall be used for parcels where remediation or long-term monitoring is necessary.

HAZ-4 The Balboa Double Track Extension shall be designed in accordance with the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations, as amended by the City of Los Angeles Methane Ordinance (No. 175790). Specific requirements shall be determined according to actual methane levels and pressures measured along the Affected Area, and the specific requirements shall be incorporated into the design and construction.

Finding. The potential impacts would be mitigated by ensuring that any accidental spills or releases of hazardous materials are managed properly, hazardous wastes or known contaminated materials are disposed of properly, unknown environmental concerns are identified prior to ground disturbance, and concerns related to the presence of methane gas in the Balboa Double Track Extension site are addressed through design solutions in accordance with the City of Los Angeles requirements. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **HAZ-1** through **HAZ-4**, these impacts related to hazards and hazardous materials would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.7 TRIBAL CULTURAL RESOURCES

The Proposed Project would create a significant impact related to tribal cultural resources if it were to:

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

Impact. The Project corridor was identified by Mr. Andrew Salas of the Kizh Nation as a Tribal Cultural Resource (TCR); however, the TCR has not been listed or determined eligible for the

California Register of Historic Resources (CRHR) or any local register. Additionally, it is assumed that an abundance of materials and artifacts are buried in the Project Area, including unmarked burials along the entire AVL corridor based on ethnographic accounts documenting the traditional ancestral territory of the Fernandeano Tataviam Band of Mission Indians. The Proposed Project is located within an urbanized area and has been subject to disruption by development activities associated with the railroad and surrounding urban uses. As a result of previous development activities, surficial archaeological resources and any above-ground tribal cultural resources that may have existed have likely been displaced or destroyed. Considering the stated sensitivity of the Project Area with regard to the assumed presence of materials, artifacts, and unmarked burials along the AVL corridor, there is the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance.

Reference. Section 3.11, Tribal Cultural Resources, of the Draft EIR, pages 3.11-8 through 3.11-10. Section 2.0, Corrections and Additions, of the Final EIR, pages 2-24 through 2-28.

Mitigation Measures

TCR-1 Mitigation Measure **CUL-1** pertains specifically to archaeological involvement. The involvement of the Fernandeano Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure **TCR-1**. For the purposes of the Mitigation Measures **CUL-1** and **TCR-1**, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.

In addition to the Program Archaeologist and archaeological monitor (See Mitigation Measure **CUL-1**), a Native American monitor from the Consulting Tribes shall be retained to monitor earth-moving activities. Native American monitoring shall be conducted on a rotational basis between the Consulting Tribes (Fernandeano Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation) during these construction activities, and attendance is ultimately at the discretion of the Consulting Tribes.

Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency and Consulting Tribes. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a “significant” archaeological site); (7) a description of

procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (9) communication/notification protocols; and (8) a description of monitoring reporting procedures.

At the commencement of construction, an archaeologist and Native American representatives from the Consulting Tribes shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The Program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.

The Native American monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the Native American monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension site, Native American monitoring shall be limited to ground-disturbing activities within native soil only. A sufficient number of Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

If an inadvertent discovery of archaeological materials is made during program-related construction activities, the Native American monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist, Lead Agency, and Consulting Tribes shall be notified regarding the discovery. The procedures outlined in CRMP shall then be implemented.

Finding. The potential impacts would be mitigated by ensuring that tribal monitors from Consulting Tribes monitor ground disturbing activities associated with construction of the Proposed Project and that any tribal cultural resources discovered during construction of the Proposed Project would be properly assessed and preserved. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **TCR-1**, this impact related to tribal cultural resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

6.8 HYDROLOGY AND WATER QUALITY

The Proposed Project would create a significant impact related to hydrology and water quality if it were to:

- Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality (Construction Only).
- 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 (Construction Only):
 - Result in substantial erosion or siltation on- or off-site;
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - 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; or
 - Impede or redirect flood flows.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Operations Only).

Impact. Construction of the Proposed Project could result in temporary changes in grades and drainage patterns, discharge of pollutants into surface waters, exposure of soils to stormwater and erosive conditions. In addition, temporary dewatering may be required. Similarly, there is potential for contaminated groundwater to be encountered during construction of the Proposed Project, in particular, the Canyon Siding Extension.

Operations associated with the Lancaster Terminal Improvements would include vehicle wash facilities that would discharge wastewater into the local sewer system. If vehicle cleaning operations are not managed properly, there is potential for a significant impact related to water quality standards and waste discharge requirements. The proposed layover facility is subject to the IGP (Order No. 2014-0057-DWQ), which regulates industrial discharges into municipal sewer systems.

Reference. Section 3.12, Hydrology and Water Quality, of the Draft EIR, pages 3.12-11 through 3.12-17.

Mitigation Measures

WQ-1 During construction, Metro/Metrolink shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the provisions of the National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as

they relate to Proposed Project construction activities within the Balboa Double Track Extension, Canyon Siding Extension, and/or Lancaster Terminal Improvements sites. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor for each capital improvement site shall implement all required aspects of the SWPPP during Proposed Project construction.

WQ-2 Metro/Metrolink shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit) and NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (NPDES No. CAS000004), as applicable. This post-construction requirement shall apply to each of the capital improvement sites. Metro/Metrolink shall prepare a final Low Impact Design (LID) report in accordance with the applicable local LID Manual. These include the City of Los Angeles Planning and Land Development Handbook for Low Impact Development, May 9, 2016 and the County of Los Angeles Department of Public Works Low Impact Development Standards Manual, February 2014. The LID report shall identify the required BMPs to be in place prior to project operation and maintenance.

WQ-3 In the event that groundwater is encountered during excavation, the construction contractor for each capital improvement site where groundwater is present shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit) or NPDES General Permit for Limited Threat Discharges to Surface Waters (Order No. R6T-2014-009, NPDES Permit No. CAG996001), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.

WQ-4 In the event that groundwater is encountered during excavation associated with Canyon Siding Extension, the contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary

sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Santa Clarita, respectively.

WQ-5 Metro/Metrolink shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.

Finding. The potential impacts would be mitigated by ensuring that proper permits and associated stormwater pollution prevention plans are prepared and acquired prior to construction. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **WQ-1** through **WQ-5**, these impacts related to hydrology and water quality would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT OR NO IMPACT

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Table 7-1 identifies the environmental impacts found to be less than significant or no impact.

Table 7-1. Environmental Impacts Found to be Less than Significant or No Impact.

Environmental Resource Area	Appendix G Threshold	Impact Determination
Transportation	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Operation – Less-than-Significant Impact
	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	Result in inadequate emergency access	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
Aesthetics	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	In non-urbanized areas, would the Proposed 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	Operations – Less-than-Significant Impact
	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	Operations – Less-than-Significant Impact
Air Quality	Conflict with or obstruct implementation of the applicable air quality plan	Construction – Less-than-Significant Impact
	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.	Construction – Less-than-Significant Impact
	Expose sensitive receptors to substantial pollutant concentrations.	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact

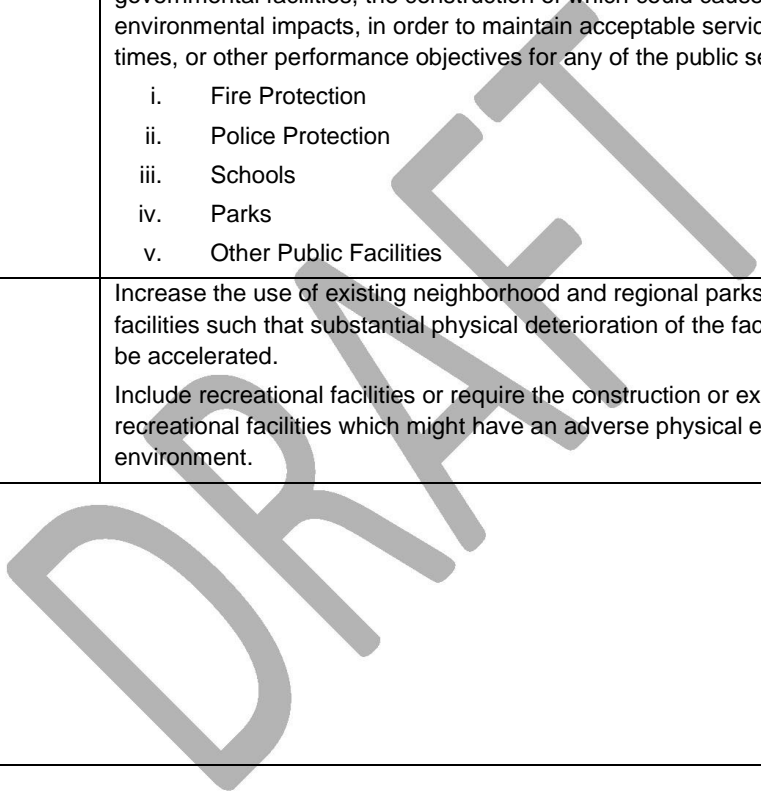
Environmental Resource Area	Appendix G Threshold	Impact Determination
Biological Resources	A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service	Operations – Less-than-Significant Impact
	A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service	Operations – Less-than-Significant Impact
	A substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	Operations - No Impact
	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	Operations – Less-than-Significant Impact
	Conflict with any local policies or ordinance protecting biological resources, such as tree preservation policy or ordinance	Operations – Less-than-Significant Impact
	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	Construction – Less-than-Significant Impact Operations – No Impact
Cultural Resources	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5	Construction –No Impact Operations – No Impact
	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5	Operations – No Impact
	Disturb any human remains, including those interred outside of dedicated cemeteries	Construction –Less-than-Significant Impact Operations – No Impact
Energy	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	Conflict with or obstruct a State or local plan for renewable energy or energy efficiency	Construction – Less-than-Significant Impact Operations – No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Geology, Soils, and Paleontological Resources	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to division of Mines and Geology Special Publication 42 ii. Strong seismic ground shaking. iii. Seismic-related ground failure, including liquefaction. iv. Landslides. 	Operations – Less-than-Significant Impact
	Result in substantial soil erosion or the loss of topsoil	Operations – No Impact
	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	Operations – Less-than-Significant Impact
	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	Operations – Less-than-Significant Impact
	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater	Construction No Impact Operations – No Impact
	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	Operations – No Impact
Greenhouse Gas Emissions	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Construction – Less-than-Significant Impact
	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Hazards and Hazardous Materials	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Operations – Less-than-Significant Impact
	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	Operations – Less-than-Significant Impact
	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Construction – Less-than-Significant Impact Operations – No Impact
	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	Operations – Less-than-Significant Impact
	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project result in a safety hazard or excessive noise for people residing or working in the project area	Construction – No Impact Operations – No Impact
	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
Noise and Vibration	Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	Operations – Less-than-Significant Impact
	Result in excessive ground-borne vibration or ground-borne noise levels	Operations – Less-than-Significant Impact
	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 two 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	Construction – No Impact Operations – No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Hydrology and Water Quality	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> • Result in substantial erosion or siltation on- or off-site; • Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; • 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; or • Impede or redirect flood flows? 	Operations – Less-than-Significant Impact
	Be located in a flood hazard, tsunami, or seiche zones, thus risk release of pollutants due to project inundation	Construction – Less-than-Significant Impact Operations – Less-than-Significant Impact
Agriculture and Forestry Resources	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use Conflict with existing zoning for agricultural use, or a Williamson Act contract Conflict with existing zoning for, or cause rezoning of, Forest Land (as defined in PRC Section 12220(g)), Timberland (as defined by PRC 4526), or timberland-zoned Timberland Production (as defined by CGC Section 51104(g)) Result in the loss of forest land or conversion of forest land to non-forest use Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of Forest Land to non-forest use	Construction – No Impact Operations – No Impact
Land Use and Planning	Physically divide an established community 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	Construction – No Impact Operations – No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Mineral Resources	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	Construction – No Impact Operations – No Impact
Population and Housing	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). Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Construction – No Impact Operations – No Impact
Public Services	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 service ratios, response times, or other performance objectives for any of the public services: <ul style="list-style-type: none"> i. Fire Protection ii. Police Protection iii. Schools iv. Parks v. Other Public Facilities 	Construction – No Impact Operations – No Impact
Recreation	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. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Construction – No Impact Operations – No Impact



Environmental Resource Area	Appendix G Threshold	Impact Determination
Utilities and Service Systems	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects	Construction – Less-than-significant Impact Operations – No Impact
	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	Construction – No Impact Operations – Less-than-significant Impact
	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals Comply with federal, state, and local management and reduction statutes and regulations related to solid waste	Construction – No Impact Operations – No Impact
Wildfire	Substantially impair an adopted emergency response plan or emergency evacuation plan Exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes	Construction – No Impact Operations – No Impact

8. FINDINGS REGARDING ALTERNATIVES

Section 15126.6(a) of the CEQA Guidelines requires the discussion of “a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The following alternatives to the Proposed Project were considered during preparation of the EIR:

- No Project Alternative
- Hourly Service-Only Alternative

8.1 ALTERNATIVE 1 - NO PROJECT ALTERNATIVE

The No Project Alternative would include the Brighton to Roxford Double Track Project in the Cities of Burbank, Los Angeles and San Fernando and the Link US Project in addition to other transportation and land use projects listed in Chapter 5, Cumulative Impact Analysis, of the Draft EIR. The Brighton to Roxford Double Track Project would provide nine miles of track through the single-track portion of Metro’s Valley Subdivision Railway, which includes the AVL. The Brighton to Roxford Double Track Project would provide capacity and safety improvements along this portion of the AVL and allow for more efficient and reliable Metrolink operations. The Link US Project would reconfigure the existing Union Station rail yard and will potentially allow regional one-seat trips from Ventura County and the Antelope Valley, to San Bernardino and San Diego counties. This would provide operational benefits for AVL trains arriving at LAUS. The Link US Project will also provide capacity to meet demand from the future California High-Speed Rail project.

Under the No Project Alternative, existing (pre-COVID 19) Metrolink service would be maintained with some improvement in reliability and operational flexibility afforded by other capital improvements along the AVL such as the Brighton to Roxford Double Track Project. Metrolink timetables, particularly off-peak service may be adjusted in the future based upon changes in demand and operational flexibility afforded by related projects on the corridor. The planned late-night trips on Friday and Saturday would be added to the AVL schedule consistent with Phase 1 of the Metro Board-approved Motion (File #2019-0571) supporting funding and planning for the Proposed Project. No construction activities would be required to implement these late-night trips. Peak service improvements would be limited to providing longer train consists (i.e., five-car consists rather than four-car consists) to alleviate crowding on existing trains; however, peak-hour crowding has not been an issue historically, and the degree to which existing peak-hour train consists could be lengthened is limited by existing station platform lengths, storage track capacity, and rolling stock limitations.

8.1.1 Finding

While the impacts associated with the Proposed Project would be avoided under the No Project Alternative, Metro finds that the No Project Alternative is infeasible because it would fail to meet

any of the project objectives. Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

8.1.2 Facts in Support of Finding

Aesthetics

The No Project Alternative would not include physical changes to the existing AVL or its surroundings. This alternative would not result in permanent alterations to existing hillsides or other visual resources and existing views of and around the AVL would remain unaffected. Existing station platforms including the Santa Clarita Station and Lancaster Terminal would remain unchanged with no potential to affect views or scenic resources along the AVL. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation measures.

Air Quality

The No Project Alternative includes the existing transportation network and land use developments that generate air pollutant emissions. Without the Proposed Project, mobile sources and land uses would continue to generate pollution. However, there is no specific action associated with the No Project Alternative that would cause an impact. Modest reduction in passenger vehicle use could be realized under the No Project Alternative as the AVL would continue to provide commuter rail service with some capacity to meet growing ridership. There would be no potential to conflict with or obstruct air quality plans, result in a cumulatively considerable net increase of a criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as odors that could adversely affect a substantial number of people. The No Project Alternative would not result in a significant impact related to construction or operational activities. No construction impacts would result from the No Project Alternative and while the alternative would not have the same level of improvement to regional mobile source emissions, the ongoing operation of the AVL contributes to air quality improvements consistent with regional and local air quality plans. Since Metrolink service would not increase under the No Project Alternative impacts associated with diesel locomotive, emissions would be less than those of the Proposed Project, which were determined to be significant and unavoidable due to an exceedance of SCAQMD regional thresholds for NO_x. No impact on air quality would result from the No Project Alternative.

Biological Resources

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect biological resources. This alternative would not result in the removal of trees or other vegetation in the open space and undeveloped areas either within the AVL ROW or its surroundings. The No Project Alternative would not impact terrestrial habitat, riparian habitat, or wetlands. This alternative would not impact candidate, sensitive, or special status species or impede the movement of wildlife. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. The No Project Alternative would not result in a significant impact related to biological resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Cultural Resources

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect cultural resources. This alternative would not result in ground disturbance, acquisition, and/or modification of cultural resources along the AVL. There would be no potential for construction or operational activities to disturb historic or archaeological resources. The No Project Alternative would not result in a significant impact related to cultural resources. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with mitigation.

Energy

The No Project Alternative includes the existing transportation network and land use developments that consume transportation fuels, electricity, and natural gas. Without the Proposed Project, mobile sources and land uses would continue to use transportation fuels at existing levels. However, there is no specific action associated with the No Project Alternative that would cause an impact. There would be no potential to create impacts related to fuel consumption or conflicts with renewable energy or energy efficiency plans. The No Project Alternative would not result in a significant impact related to construction or operational activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant for construction.

A consequence of the No Project Alternative would be that Metro would not be able to improve regional transit ridership to the degree it would improve under the Proposed Project. It is anticipated that expansion of Metrolink service along the AVL would reduce regional vehicle miles traveled by making Metrolink service a more attractive mode of transportation through the provision of more frequent and reliable service. While existing AVL service would be able to accommodate some future regional growth in ridership, the potential VMT reduction associated with the No Project Alternative would be minimal as only one additional late-night train on Fridays and Saturdays would be added to AVL service under the No Project Alternative. The benefit of improved ridership and associated VMT reduction would not be fully realized under the No Project Alternative.

Geology, Soils, and Paleontological Resources

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect geology and soils. This alternative would not result in ground disturbance, acquisition, and/or modification of geology and soils from construction or operations of the Proposed Project. There would be no potential for construction or operational activities to result in impacts from seismic events, landslides, erosion, lateral spreading, subsidence, liquefaction, collapse, alternative wastewater systems, or paleontological resources beyond potential seismic risks that already exist. The No Project Alternative would not result in a significant impact related to geology and soils or paleontological resources. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant for construction activities and less-than-significant with mitigation for operational activities.

Greenhouse Gas Emissions

The No Project Alternative includes the existing transportation network and land use developments that generate GHG emissions. Without the Proposed Project, mobile sources and land uses would continue to generate pollution. However, there is no specific action associated with the No Project Alternative that would cause an impact. There would be no potential to generate significant GHG emissions or conflict with GHG reduction plans. Metrolink would continue to improve its systemwide GHG emissions through the GHG reduction strategies and emerging technologies identified in the Metrolink Climate Action Plan. The No Project Alternative would not result in a significant impact related to construction or operational activities. Construction impacts would be less than those of the Proposed Project, which were determined to not be significant.

A consequence of the No Project Alternative would be that Metro would not be able to improve regional transit ridership to the level of improvement under the Proposed Project. It is anticipated that expansion of Metrolink service along the AVL under the Proposed Project would reduce regional vehicle miles traveled by making Metrolink service a more attractive mode of transportation through the provision of more frequent and reliable service. While existing AVL service would be able to accommodate some future regional growth in ridership, the potential VMT reduction associated with the No Project Alternative would be minimal as only one additional late-night train on Fridays and Saturdays would be added to AVL service under the No Project Alternative. The benefit of improved ridership and associated VMT reduction would not be fully realized under the No Project Alternative. The No Project Alternative would have no potential to create impacts related to GHG emissions. There would be no potential for operational impacts and the No Project Alternative would avoid significant impacts related to net increases in GHG emissions associated with increased fuel usage from rail propulsion.

Hazards and Hazardous Materials

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect hazards and hazardous materials. This alternative would not result in impacts to hazardous materials, airports, emergency response plans, or wildland fires. The No Project Alternative would not result in a significant impact related to hazards and hazardous materials. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with implementation of mitigation measures.

Hydrology and Water Quality

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect hydrology and water quality. No impacts to surface water or groundwater resources would occur and existing site drainage would be unaffected. Existing operations along the AVL would be maintained and there would be no new potential for pollutants to affect receiving surface water or groundwater. The No Project Alternative would not result in a significant impact related to hydrology and water quality. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and less than significant with mitigation for operational activities.

Noise and Vibration

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect noise and vibration. There would be no construction activities and no new noise or vibration exposure associated with heavy-duty equipment or construction trucks. There would be no potential to increase ambient noise levels, generate excessive vibration, or expose people to excessive aircraft noise. Impacts from construction would be less than those of the Proposed Project, which were determined to be significant and unavoidable.

The No Project Alternative includes the existing transportation network and land use developments that generate operational noise. Without the Proposed Project, mobile sources and land uses would continue to generate operational noise. However, there is no specific action associated with the No Build Alternative that would cause a new noise impact beyond existing conditions. While Metrolink trains would continue to generate noise associated with audible warning devices such as horns, impacts from operations would be less than those of the Proposed Project, which were determined to be less than significant.

Transportation

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect the transportation system. There would be no construction activities and associated lane closures and/or traffic hazards. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. The No Project Alternative would not result in a significant impact related to construction activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

The No Project Alternative would not change existing operating conditions on local roadways. There would be minor changes in AVL service operations associated with additional late-night trains, which would have limited potential for transportation effects. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Tribal Cultural Resources

The No Project Alternative would not include physical changes to the existing AVL or its surroundings that could affect tribal cultural resources. There would be no potential for construction or operational activities to disturb tribal cultural resources. The No Project Alternative would not result in a significant impact related to tribal cultural resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

8.2 ALTERNATIVE 2 – HOURLY SERVICE-ONLY ALTERNATIVE

Alternative 2 would only implement the Balboa Double Track Extension capital improvement enabling hourly bi-directional service along the AVL between Los Angeles Union Station and the Antelope Valley during off-peak hours. The location of the Balboa Double Track Extension is a key section of the AVL, as identified in the AVL Study, which currently limits Metrolink's ability to provide clock-face interval service between the Santa Clarita Valley and the San Fernando Valley. Constructing the Balboa Double Track Extension, as opposed to either the Canyon Siding Extension or the Lancaster Terminal Improvements, would provide the length of double track necessary at a key choke point along the AVL to allow bi-directional hourly service between Los Angeles Union Station and the Lancaster Station. Expanded late-night service, including late-night trains seven days a week, would also be enabled under Alternative 2. Neither the Canyon Siding Extension nor the Lancaster Terminal Improvements would be implemented under Alternative 2, which would limit Metrolink's ability to expand service beyond hourly service due to the limitations on expanded rolling stock presented by existing storage track capacity and operational conflicts associated with the single-track configuration through the Canyon Siding Extension site. Alternative 2 would be consistent with Phase 2 of the Metro Board-approved Motion (File #2019-0571) supporting funding and planning for the Proposed Project.

8.2.1 Finding

Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project and design options, it avoids or reduces multiple construction impacts in the City of Santa Clarita and the City of Lancaster related to transportation, aesthetics, air quality, biological resources, cultural resources, energy resources, geology and soils, hazardous materials, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, air quality, and greenhouse gas emissions. However, while Alternative 2 would reduce various impacts posed by the Proposed Project, significant and unavoidable impacts associated with operational diesel emissions would likely still occur as well as construction-related noise and vibration impacts associated with the Balboa Double Track Extension. Metro finds that Alternative 2 is infeasible because it would fail to meet some of the project objectives, namely the following:

- Provide regular and more frequent commuter rail services to improve regional connectivity, and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley, and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

Alternative 2 would not enable the 30-minute bi-directional passenger service on the AVL which has been identified in the integrated service goals laid out in the State Rail 2040 Plan as well as Metrolink's SCORE program. Additionally, while Alternative 2 achieves some of the Proposed Project objectives, such as improving passenger service reliability and efficiency and enhancing

operational flexibility, it does not achieve these objectives to the extent that the Proposed Project does. For example, the Canyon Siding Extension and Lancaster Terminal Improvements provide further operational flexibility at the Santa Clarita Station and additional layover facility capacity at the Lancaster Terminal, which would not be provided with implementation of Alternative 2.

Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

8.2.2 Facts in Support of Finding

Aesthetics

Construction activities associated with Alternative 2 would be limited to those associated with the Balboa Double Track Extension. Construction activities would generally be at a similar or lower grade as the surrounding roadways and uses. Although tall construction equipment would be used, views of the surrounding undeveloped hillsides from the I-5 freeway would remain and would not be substantially altered or obstructed and a less-than-significant impact on scenic vistas would occur. While the Balboa Double Track Extension is located along the I-5 corridor, which is an eligible State scenic highway, construction activities would primarily occur within the existing rail ROW. No construction activities or tree removals are proposed in the surrounding Santa Susana and San Gabriel Mountains, the primary visual resources within the I-5 freeway viewshed. Therefore, construction activities associated with Alternative 2 would not damage scenic resources associated with the I-5 freeway, and a less-than-significant impact on state scenic highways would occur. Residents would have limited views of construction activities since construction activities would occur to the rear of the residences, where views of construction activities would be mostly blocked by existing vegetation that separate the rail ROW from the residential properties. Motorists traveling along the I-5 freeway would continue to have unobstructed views of the Santa Susana and San Gabriel Mountains and a less-than-significant impact on visual character would result. Similar to the Proposed Project, construction activities may temporarily affect nighttime lighting and may result in glare, a potentially significant impact related to light and glare would occur during construction requiring mitigation. Alternative 2 would avoid potentially significant visual impacts in the City of Santa Clarita and City of Lancaster as no construction activities associated with the Canyon Siding Extension and Lancaster Terminal Improvements would occur. Overall, construction period impacts associated with Alternative 2 would be less than significant other than potential impacts related to nighttime construction lighting at the Balboa Double Track Extension.

Operation of Alternative 2 would consist of hourly Metrolink service and would result in similar impacts to visual quality and resources as the Proposed Project, namely the movement of trains along an existing and active rail corridor. Permanent alterations to landforms associated with the Balboa Double Track Extension would consist of soil cut slopes and retaining walls. Given the heights and locations of these components, Alternative 2 would not obstruct or substantially alter views of the surrounding mountains and the existing landforms outside of the rail and transportation corridors and the scenic features of the surrounding mountains would not be disturbed. Permanent changes to landforms associated with the Canyon Siding Extension would not occur under Alternative 2 thus avoiding potentially significant impacts. Operation of Alternative 2 would result in

less-than-significant impacts. Accordingly, impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation.

Air Quality

Alternative 2 would only construct the Balboa Double Track Extension. As discussed in Section 3.3, Air Quality, and shown in Table 3.3-15, of the Draft EIR, daily air pollutant emissions that would be generated during construction activities involved in the Balboa Double Track Extension, would remain well below the applicable SCAQMD mass daily thresholds at the regional and local scales. Emissions generated during construction would be related to a daily construction equipment activity, construction worker trips, and haul truck trips. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to construction activities. However, the quantity of construction emissions associated with Alternative 2 would be less than those of the Proposed Project as no construction work associated with the Canyon Siding Extension or the Lancaster Terminal Improvements would occur.

Similar to the Proposed Project, Alternative 2 would operate Metrolink trains along the AVL but only provide hourly service. Accordingly, emissions that would be generated by Metrolink diesel locomotives would be less than those under the Proposed Project; however, it is anticipated that Alternative 2 would result in less ridership than the Proposed Project and would not reduce VMT and associated mobile source pollutant emissions as much as the Proposed Project. Rail propulsion operations under Alternative 2 would generate emissions of NO_x that would exceed the SCAQMD regional thresholds. The significant impact does not account for future emission reductions associated with the Metrolink Climate Action Plan. Metrolink goals include transitioning to 100 percent petroleum fuel free through the application of renewable diesel fuel by 2022 and achieving 100 percent zero emissions by 2028 through the application of alternative propulsion technologies. If Metrolink can realize these aspirational goals, Project-related NO_x emissions would be significantly reduced by using locomotive technology that results in zero emissions rather than use of petroleum fuel. As these emission reduction goals are considered aspirational and Metrolink is in the process of studying fleet modernization and emerging zero- and near-zero-emissions applications, the implementation schedule for transitioning away from the existing locomotive fleet to a petroleum-free fleet and then to a net zero emissions fleet is not known at this time. Therefore, NO_x reductions associated with these goals have not been quantified and impacts associated NO_x emissions from Proposed Project operations are considered significant and unavoidable. Regardless, it is important to note that Metrolink's "moon shot" is to transition its fleet to zero emissions by 2028 which is also the anticipated time AVL service would be increased as a result of the Proposed Project. Regardless, similar to the Proposed Project, Alternative 2 would also result in a significant and unavoidable impact, although to a lesser degree than the Proposed Project as locomotive activity along the AVL would not be as frequent as the Proposed Project.

Similar to the Proposed Project, Alternative 2 would not conflict with or obstruct air quality plans, result in a considerable cumulative net increase of a criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as odors that could adversely affect a substantial number of people.

Biological Resources

Alternative 2 would not construct the Canyon Siding Extension or the Lancaster Terminal Improvements and would therefore avoid potential impacts on terrestrial habitats, riparian habitats, or wetlands in the City of Santa Clarita and the City of Lancaster. Impacts associated with the Balboa Siding Extension would include vegetation removal, including mature trees as well as grading activities near identified water features that may support wetland indicators. Accordingly, Alternative 2 would have the potential to affect migratory and nesting bird species and roosting bats, which could result in a potentially significant impact. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. Construction impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation; however, impacts would still be potentially significant requiring mitigation.

Cultural Resources

Alternative 2 would not construct the Canyon Siding Extension or the Lancaster Terminal Improvements and would avoid ground disturbing activities in the City of Santa Clarita and the City of Lancaster. However, there is the possibility that ground-disturbing activities during the excavation of the cut slopes and addition of retaining walls associated with the Balboa Double Track Extension could impact previously undiscovered prehistoric or archaeological resources, a potentially significant impact. Accordingly, construction impacts could require mitigation measures to mitigate inadvertent impacts to potential subsurface archaeological deposits similar to the Proposed Project. Alternative 2 would have less potential to encounter subsurface archaeological resources than the Proposed Project, which was determined to result in a less-than-significant impact with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

Energy

Alternative 2 would not include substantial construction activities related to the Proposed Project as only the Balboa Double Track Extension would be constructed. As discussed in Section 3.6, Energy Resources, construction activities would consume petroleum-based fuels amounting to approximately 1,299,588 gallons of diesel fuel and 21,433 gallons of gasoline for the Balboa Double Track Extension. This level of fuel consumption would be less than that required for the Proposed Project, which was determined to result in less-than-significant impacts related to construction activities.

Similar to the Proposed Project, direct electricity demand for locomotive propulsion and from Metrolink stations would not be significant. Energy consumption would be less than that of the Proposed Project due to the fewer number of trains and rolling stock required to provide hourly service. There would be no potential to conflict with energy conservation plans. Similar to the Proposed Project, Alternative 2 would not result in a significant impact related to operational activities. However, it is anticipated that Alternative 2 would result in less ridership than the Proposed Project. As a result, this alternative would not reduce VMT and associated transportation energy use as much as the Proposed Project. Alternative 2 would result in less of a permanent energy benefit than the Proposed Project.

Geology, Soils, and Paleontological Resources

The Balboa Double Track Extension is intersected by the San Fernando and Santa Susana faults within the Sierra Madre Fault Zone; to the south of the Balboa Double Track Extension lies the Mission Hills Fault Zone and Northridge Fault. Similar to the Proposed Project, Alternative 2 would be subject to seismic-related risks, which would require mitigation to address geotechnical design. Construction of the Balboa Double Track Extension would require the re-alignment of both the existing Main Line track and existing Sylmar Siding, and installation of an approximately 475-foot retaining wall along the west side of the AVL corridor. As a result, construction activities associated with Alternative 2 have the potential to affect slope stability which could be addressed by mitigation measures similar or the same as those required under the Proposed Project. Construction impacts would be less than those of the Proposed Project as geotechnical and paleontological considerations associated with the Canyon Siding Extension and the Lancaster Terminal Improvements would not apply. Construction impacts would be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

Greenhouse Gas Emissions

Alternative 2 would include construction of the Balboa Double Track Extension. As discussed in Section 3.8, Greenhouse Gas Emissions, construction activities would generate GHG emissions through the exhaust of off-road equipment and on-road vehicles that would be used to complete the work. As shown in Table 3.8-7, construction of the Balboa Double Track Extension site improvements would generate approximately 1,676.1 metric tons of carbon dioxide equivalent (MTCO_{2e}) of GHG emissions. Per SCAQMD guidance, GHG construction emissions are considered together with operational emissions to assess significance. Similar to the Proposed Project, Alternative 2 would use diesel locomotive engines consistent with existing Metrolink operations and Alternative 2 would result in the addition of fewer trains to AVL operations resulting in fewer GHG emissions associated with operations. However, while the direct operational GHG emissions have not been quantified for Alternative 2, it is presumed that Alternative 2 would result in a net increase in GHG emissions when considering direct emissions from construction, operational rail propulsion, and taking into considering the reduction in VMT. Therefore, construction and operation of Alternative 2 would result in fewer direct GHG emissions overall when compared to the Proposed Project, but would not avoid the significant impact associated with direct net increases in GHG emissions. It is anticipated that Alternative 2 would increase ridership on the Metrolink system thereby reducing regional VMT. However, the VMT reduction would be less than that of the Proposed Project but would still result in a reduction of transportation-related energy use. As a result, Alternative 2 would not conflict with GHG reduction plans. Similar to the Proposed Project, Alternative 2 would result in a significant impact related to direct GHG emissions from construction or operational activities but the total net increase in emissions would be less than the Proposed Project. Alternative 2 would result in less of a permanent GHG benefit than the Proposed Project as the VMT reduction associated with Alternative 2 would be less resulting in less of an indirect benefit. As discussed, the significant impact of this does not account for future emission reductions associated with the Metrolink Climate Action Plan. Metrolink goals include transitioning to 100 percent petroleum fuel free through the application of renewable diesel fuel by 2022 and achieving 100 percent zero

emissions by 2028 through the application of alternative propulsion technologies. If Metrolink can realize these aspirational goals Project-related and Alternative 2-related GHG emissions would be significantly reduced by not using petroleum fuel and eliminated by using locomotive technology that results in zero emissions. As these emission reduction goals are considered aspirational and Metrolink is in the process of studying fleet modernization and emerging zero- and near-zero-emissions applications, the implementation schedule for transitioning away from the existing locomotive fleet to a petroleum-free fleet and then to a net zero emissions fleet is not known at this time. Therefore, GHG emissions impacts associated with Alternative 2 are considered significant though less than those of the Proposed Project due to reduced fuel consumption associated with rail propulsion and fewer emissions associated with construction activities.

Hazards and Hazardous Materials

Alternative 2 would construct the Balboa Double Track Extension in the City of Los Angeles involving use of hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment. Although typical construction management practices limit and often eliminate the risk of accidental releases of hazardous materials, the extent and duration of Alternative 2 construction presents a possible risk to the environment through the routine transport of hazardous materials. Therefore, there is potential for a significant impact associated with construction activities and mitigation would be required. In addition, the Balboa Double Track Extension site is located within a known Methane Zone and Methane Buffer Zone. Accordingly, there is potential for ground disturbing activities such as track removal and grading to result in the release of methane vapor presenting potential risks of explosion, a potentially significant impact requiring mitigation. Alternative 2 would operate along the existing AVL and there would be no change to existing emergency response plans. There would be no new hazardous situation related to airports or wildland fires. Similar to the Proposed Project, Alternative 2 would result in a potentially significant impact related to hazards and hazardous materials. Impacts would be less than those of the Proposed Project as hazardous material concerns and conditions associated with the Canyon Siding Extension and Lancaster Terminal Improvements would not apply to the Alternative, which were determined to be less-than-significant with mitigation.

Hydrology and Water Quality

Alternative 2 would not construct the Canyon Siding Extension or the Lancaster Terminal Improvements and would avoid construction-related discharges of pollutants into receiving waters within the Santa Clara River Watershed and the Antelope Valley Drainage Basin as well as potentially contaminated groundwater from the Canyon Siding Extension site. Potential impacts associated with construction of the Balboa Double Track Extension include temporary changes in grades and drainage patterns, discharge of pollutants into surface waters, exposure of soils to stormwater and erosive conditions which have the potential to result in significant impacts on water quality if not mitigated. Since impacts associated with the Canyon Siding Extension and the Lancaster Terminal would be avoided, impacts associated with Alternative 2 would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation; however, impacts would still be potentially significant requiring mitigation.

Noise

Alternative 2 would include construction of the Balboa Double Track Extension which poses potentially significant construction impacts to sensitive land uses adjacent to the AVL ROW. Construction period impacts associated with the Canyon Siding Extension and Lancaster Terminal Improvements would not apply to Alternative 2. Therefore, impacts of Alternative 2 would be less than those of the Proposed Project, which were determined to be significant and unavoidable. However, since Alternative 2 would include construction of the Balboa Double Track Extension, construction impacts associated with the Alternative would still be significant and unavoidable.

Alternative 2 would operate within the existing AVL ROW and would enable hourly Metrolink service. As fewer trains would operate along the AVL under Alternative 2, operational impacts would be less than those estimated for the Proposed Project, which did not exceed significance thresholds. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to operational activities.

Transportation

Alternative 2 would operate within the existing AVL ROW and would not include any alterations to existing station facilities or grade crossings. Construction of the Balboa Double Track Extension would result in additional traffic, which would consist of equipment, employee vehicles, and material deliveries in trucks along local roadways such as San Fernando Road in the City of Los Angeles. In addition, due to the required main track realignment of the Balboa Double Track Extension, there is potential for construction to result in schedule delays, increased dwell times, and overall decreased performance of the AVL as AVL service may be interrupted in order to install the track. The Balboa Double Track Extension under Alternative 2 would pose the same design considerations related to the I-5 pier protection. Due to potential AVL schedule delays and construction-related traffic, Alternative 2 would have the potential to result in a significant impact requiring mitigation measures. However, the construction-related impacts of Alternative 2 would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation.

Similar to the Proposed Project, there would be no potential for Alternative 2 to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses. As with the Proposed Project, Alternative 2 would result in additional trains traversing the AVL resulting in more frequent delays at at-grade rail crossings; however, the frequency would be less than that of the Proposed Project between Santa Clarita Valley and Los Angeles Union Station as only hourly service would be provided. It can reasonably be assumed that Alternative 2 would result in some decrease in regional VMT though the improvement would be less than the Proposed Project, as 30-minute service under the Proposed Project is anticipated to attract more ridership than Alternative 2 service improvements due to convenience and reliability associated with more frequent service. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Tribal Cultural Resources

Alternative 2 would not construct the Canyon Siding Extension or the Lancaster Terminal Improvements and would avoid ground disturbing activities in the City of Santa Clarita and the

City of Lancaster. However, there is the possibility that ground-disturbing activities during the excavation of the cut slopes and addition of retaining walls associated with the Balboa Double Track Extension could impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact. Accordingly, construction impacts would require mitigation measures to mitigate inadvertent impacts to potential buried tribal cultural resources similar to the Proposed Project. Construction impacts from Alternative 2 would have less potential to encounter undiscovered tribal cultural resources as no construction activities associated with the Canyon Siding Extension or the Lancaster Terminal Improvements would occur. Impacts of the Proposed Project were determined to be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

9. FINDINGS REGARDING MITIGATION MEASURES

Metro has considered every mitigation measure recommended in the EIR. To the extent that these Findings conclude that the mitigation measures outlined in the EIR are feasible and have not been modified, superseded or withdrawn, Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Proposed Project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Proposed Project.

10. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093(a) and (b), Metro is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

For the foregoing reasons, Metro finds that the Proposed Project's unavoidable significant environmental impacts (Section 5.0) are outweighed by these considerable benefits.

- Improved ability of Antelope Valley Line to meet strong population and employment growth forecast over the next 20 years.
- Improved passenger rail service reliability and efficiency between the Antelope Valley and Los Angeles Basin to compete with personal automobile travel along congested freeways such as State Route-14 and the I-5 freeway.
- Provides necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Improved regional connectivity to transit riders and commuters.
- Decreased regional VMT.
- Improved passenger rail travel speed and reliability, including designated service timeslots and clockface service intervals.
- Reduced train idling times resulting from additional double track provided by the Proposed Project.
- Increased rail operational capacity to meet future demand.
- Improved mobility options for communities along the AVL corridor that are identified Equity Focus Communities.
- Improved commuter service to major employment centers for communities such as the Cities of Lancaster, Palmdale, Santa Clarita, Sylmar, San Fernando, Burbank, Glendale, and unincorporated communities such as the Towns of Acton and Agua Dulce. Many of these communities have high concentrations of workforce and affordable housing with higher-than-average transit dependency.
- Improved safety through the implementation of updated infrastructure at two existing at-grade crossings.
- Incremental service improvement that maintains flexibility for future infrastructure and service improvements.

4. Mitigation Monitoring and Reporting Program

4.1 INTRODUCTION

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

4.2. PURPOSE

Table 4-1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 4-1** and is categorized by environmental topic and corresponding number, with identification of:

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

Table 4-1 – Mitigation Monitoring and Reporting Program

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
AESTHETICS				
AES-1	During construction in the City Santa Clarita, the perimeter of construction areas, including but not limited to, staging and laydown areas, shall be screened to shield views of construction activities from the residential neighborhood north of Santa Clara River and the Santa Clara River Trail.	Incorporate visual screening into applicable construction documents. Provide visual screening around the Canyon Siding Extension site	Construction Contractor	1. Metro 2. During Construction
AES-2	In areas where the slope ratio of the soil/rock cut slopes permits vegetation growth, plants shall be placed on the soil/rock cut slopes. The type of vegetation to be planted shall be consistent with the natural vegetation that is generally associated with the undeveloped hillsides adjacent to the rail right-of-way.	Incorporate revegetation requirements into applicable construction documents. Plant vegetation along south side of Canyon Siding Extension site following grading activities	Construction Contractor	1. Metro 2. During Construction
AES-3	During construction, nighttime construction lighting shall be directed toward the interior of the construction area and shielded with temporary construction screening to limit light spillover into adjacent areas.	Incorporate lighting, screening, and glare requirements into applicable construction documents. Direct nighttime construction lighting away from residents and provide screening as appropriate.	Construction Contractor	1. Metro 2. During Construction
BIOLOGICAL RESOURCES				
BIO-1	Vegetation removal shall be conducted outside of the bird nesting season (nesting typically occurs between February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within seven days prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during	Incorporate contractor responsibilities into applicable construction documents. Retain a qualified bird biologist. Conduct preconstruction surveys.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.</p> <p>If work occurs on existing bridges with potential nest sites that will be removed or will have modifications to the substructure, these should be conducted between February 1 and September 30. All bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests.</p> <p>Nest removal shall be conducted under the guidance and observation of a qualified biologist. Removal of nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion unless a nest exclusion device has already been installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of birds until October or the completion of construction.</p> <p>A biological monitor shall be present during all ground-disturbing activities to ensure no impacts occur to nesting birds during nesting bird season (mid-March to mid-May), if applicable, as well as to ensure minimal impacts to other plant and animal species</p>	<p>Implement exclusionary buffer around identified nests.</p> <p>Conduct nest removal in the event that nests are identified in the I-5 bridge substructure</p> <p>Monitor construction during nesting season</p>		
BIO-2	<p>To avoid impacts to nesting birds, Metro/ Metrolink shall submit to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) a Nesting Bird Management, Monitoring, and Reporting Plan for review and approval prior to</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>commencement of Proposed Project construction activities during the breeding season (February 1 to August 31, and as early as January 1 for some raptors). The Nesting Bird Management, Monitoring, and Reporting Plan should include the following:</p> <ul style="list-style-type: none"> • Nest survey protocols describing the nest survey methodologies including the following: <ul style="list-style-type: none"> o A management plan describing the methods to be used to avoid nesting birds and their nests, eggs, and chicks; o A monitoring and reporting plan detailing the information to be collected for incorporation into a regular Nest Monitoring Log (NML) with sufficient details to enable USFSW and CDFW to monitor Metro's compliance with California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513; o A schedule for the submittal (usually weekly) of the NML; o Standard buffer widths deemed adequate to avoid or minimize significant project related edge effects (disturbance) on nesting birds and their nests, eggs, and chicks; o A detailed explanation of how the buffer widths were determined; and o All measures the applicant will implement to preclude birds from utilizing project related structures (i.e., construction equipment, facilities, or materials) for nesting. • Preconstruction nesting bird surveys shall be completed within 72 hours of construction-related activities and implement appropriate avoidance measures for identified nesting birds. To determine the presence of nesting birds that the project activities may affect, surveys should be conducted beyond the Project Area - 300 feet for passerine birds and 500 feet for raptors. The survey protocols should include a detailed description of methodologies utilized by CDFW-approved avian 	<p>Retain a qualified bird biologist.</p> <p>Prepare Nesting Bird Management, Monitoring, and Reporting Plan.</p> <p>Conduct pre-construction surveys</p>		

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>biologists to search for nests and describe avian behaviors that indicate active nests. The protocols should include but are not limited to the size of the Project Area being surveyed, method of search, and behavior that indicates active nests. Each nest identified in the Project Area should be included in the NML.</p> <p>The NMLs should be updated daily and submitted to the CDFW weekly. Since the purpose of the NMLs is to allow the CDFW to track compliance, the NMLs should include information necessary to allow comparison between nests protected by standard buffer widths recommended for the Proposed Project (300 feet for passerine birds, 500 feet for raptors) and nests whose standard buffer width was reduced by encroachment of project-related activities. The NMLs should provide a summary of each nest identified, including the species, status of the nest, buffer information, and fledge or failure data. The NMLs will allow for tracking the success and failure of the buffers and will provide data on the adequacy of the buffers for certain species. The applicant(s) will rely on its avian biologists to determine the appropriate standard buffer widths for nests within the Project Area to employ based on the sensitivity levels of specific species or guilds of avian species. The determination of the standard buffer widths should be site- and species-/guild-specific and data-driven and not based on generalized assumptions regarding all nesting birds.</p> <ul style="list-style-type: none"> • The determination of the buffer widths should consider the following factors: <ul style="list-style-type: none"> o Nesting chronologies; o Geographic location; o Existing ambient conditions (human activity within line of sight—cars, bikes, pedestrians, dogs, noise); o Type and extent of disturbance (e.g., noise levels and quality—punctuated, continual, ground vibrations—blasting-related vibrations proximate to 			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>tern colonies are known to make the ground-nesting birds flush the nests);</p> <ul style="list-style-type: none"> o Visibility of disturbance; o Duration and timing of disturbance; o Influence of other environmental factors; and o Species' site-specific level of habituation to the disturbance. Application of the standard buffer widths should avoid the potential for project-related nest abandonment and failure of fledging, and minimize any disturbance to the nesting behavior. If project activities cause or contribute to a bird being flushed from a nest, the buffer must be widened. 			
<p>BIO-3</p>	<p>Prior to tree removal or demolition activities, Metro/ Metrolink shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites within buildings to be demolished or trees to be removed. The surveys can be conducted by visual identification and can assume presence of hoary and/or pallid bats or the bats can be identified to a species level with the use of a bat echolocation detector such as an "Anabat" unit. If no roosting sites or bats are found, a letter report confirming absence shall be sent to the CDFW and no further mitigation is required. If roosting sites or hoary bats are found, then the following monitoring and exclusion, and habitat replacement measures shall be implemented.</p> <p>If bats are found roosting outside of nursery season (nursery season typically occurs between May 1 through October 1), then they shall be evicted as described below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described below. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified bat biologist.</p> <p>Conduct pre-construction bat roost surveys</p> <p>Perform bat roost eviction in the event roosts are identified.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>determined in consultation with CDFW) buffer zone shall be established around the roosting site within which no construction or tree removal shall occur.</p> <p>Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFW that allow the bats to exit the roosting site but prevent re-entry to the site. This would include, but not be limited to, the installation of one-way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried concurrently with any scheduled bird exclusion activities.</p> <p>Each roost lost (if any) will be replaced in consultation with the California Department of Fish and Game and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.</p>			
BIO-4	<p>A revegetation plan will be developed by a qualified biologist to guide the restoration of native vegetation temporarily or permanently impacted by project implementation.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Prepare revegetation plan.</p>	<p>Metrolink/Metro Project Engineer</p>	<p>1. Metro 2. Final Design</p>
BIO-5	<p>Limits of disturbance will be staked during construction activities to ensure that impacts to the Project Area are minimized, and staking will stay in place until final site stabilization.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Periodic site check as needed.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-6	If construction must occur during nighttime hours, lighting that produces a green colored beam with an automatic sensor shall be utilized.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction
BIO-7	<p>Metro/ Metrolink shall retain a qualified biologist with a gnatcatcher survey permit. The qualified biologist shall survey the Project site and adjacent areas to determine presence/absence of gnatcatcher. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (<i>Poliptila californica californica</i>) Presence/Absence Survey Guidelines. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. Gnatcatcher surveys shall be conducted and USFWS notified (per protocol guidance) prior to starting any Project construction and activities within and adjacent to California coastal gnatcatcher habitat.</p> <p>Where Project construction and activities would occur within and/or adjacent to California coastal gnatcatcher habitat, no work shall occur from February 15 through August 31.</p> <p>There shall be no clearing, removing, or cutting any California coastal gnatcatcher habitat.</p> <p>If California coastal gnatcatcher habitat is identified within the construction footprint of any of the capital improvement sites, Metro/ Metrolink shall provide compensatory mitigation for loss of any California coastal gnatcatcher habitat at no less than a 2:1. Mitigation lands shall occur within the same watershed, and support California coastal gnatcatcher habitat of similar vegetation composition, density, coverage, and species richness and abundance.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Conduct Coastal California Gnatcatcher protocol survey</p> <p>Provide survey notification to USFWS</p> <p>Provide compensatory mitigation in the even that California coastal gnatcatcher habitat is identified within the construction footprint</p>	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-8	<p>Prior to Project construction activities at the Balboa Double Track Extension site, a qualified biologist shall conduct protocol surveys for least Bell's vireo. All riparian areas and any other potential least Bell's vireo habitat shall be surveyed at least eight times during the period from April 10 to July 31. Survey results, including negative findings, shall be submitted to CDFW and USFWs within 45 calendar days following the completion of protocol-level surveys. If least Bell's vireo is detected no construction work including staging, mobilization, and site preparation, shall occur during the least Bell's vireo nesting season (April 10 to July 31). No habitat supporting least Bell's vireo shall be removed at any time.</p> <p>If least Bell's vireo is detected and work must occur during the least Bell's vireo nesting season for the duration of the Proposed Project, and/or if habitat supporting least Bell's vireo needs to be removed, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act. Metro/ Metrolink shall obtain a permit from California Department of Fish and Wildlife prior to starting any Project construction and activities.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Conduct least Bell's vireo protocol survey.</p> <p>Report survey results to CDFW and USFW.</p> <p>In the event that least Bell's vireo is present, project construction would take place during nesting season, and/or habitat would be removed, obtain CESA take authorization permit from CDFW.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design/ Permitting</p>
BIO-9	<p>There shall be no impacts on western Joshua trees and seedbank. Access to the Lancaster Terminal Improvements site shall not be allowed from Yucca Avenue/West Milling Street. No activities shall occur within a 250-foot radius of the western Joshua tree to avoid impacts to the tree and potential seedbank. This shall include no site access, vehicle parking, staging areas, refueling, and any activities that may result in ground disturbance. If necessary, Metro/Metrolink shall seek appropriate take authorization under the California Endangered Species Act before starting any construction and activities where impacts to the western Joshua tree and seedbank cannot be avoided.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>In the event that, project construction must remove the western Joshua tree, obtain CESA take authorization permit from CDFW.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>BIO-10</p>	<p>At least one year prior to starting any Project construction and activities, qualified biologist shall conduct season appropriate pre-Project presence/absence fish surveys and habitat at the Balboa Double Track Extension site. Surveys shall be performed by a qualified biologists with appropriate Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. If a California Endangered Species Act (CESA) and/or Endangered Species Act (ESA)-listed fish species is detected and impacts on those fish and habitat cannot be avoided, Metro/ Metrolink shall consult with CDFW and/or USFWS to obtain necessary permits for take of CESA and/or ESA-listed fish species. Metro/ Metrolink shall have a permit from CDFW and/or USFWS prior to starting any Project construction and activities.</p> <p>If a Species of Special Concern is detected and impacts on those fish and habitat cannot be avoided, Project construction and activities shall only occur after fish are relocated in accordance with a CDFW-approved Fish Species Relocation Plan. Metro/ Metrolink, in consultation with a qualified biologist shall prepare a species-specific list (or plan) of proper handling and relocation protocols and a map of suitable and safe relocation areas. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to adjacent appropriate habitat within the open space on site or in suitable habitat adjacent to the Project site (either way, at least 200 feet from the work area). Special status wildlife shall be captured only by a qualified biologist with proper handling permits.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Conduct fish surveys in consultation with CDFW.</p> <p>In the event that CESA species are identified and impacts on habitat cannot be avoided, obtain CESA take authorization permit from CDFW.</p> <p>In the event that Species of Special Concern are detected, prepare and implement Fish Species Relocation Plan in consultation with CDFW.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design, at least one year prior to construction.</p>
<p>BIO-11</p>	<p>At least one year prior to starting any Project construction and activities, a CDFW-approved biologist shall conduct focused surveys for unarmored threespine stickleback where there is potential habitat at the Canyon Siding Extension site and any locations within the Canyon Siding Extension site that is hydrologically connected to the Santa Clara River. Surveys shall be performed by a qualified biologists with appropriate</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design, at least one year prior to construction.</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>Scientific Collecting Permit. Also, surveys shall be performed in consultation and coordination with CDFW. Survey results, including negative findings, shall be provided to CDFW.</p> <p>Metro/ Metrolink shall coordinate with CDFW if unarmored threespine stickleback is found. If unarmored threespine stickleback is found, Metro/ Metrolink shall fully avoid all impacts to unarmored threespine stickleback and habitat supporting this California Fully Protected species. No work shall be performed when water is present in tributaries supporting unarmored threespine stickleback. Also, no dewatering of tributaries shall be performed at any time as draining water and reducing water levels could strand, injure, or cause mortality of unarmored threespine stickleback.</p>	<p>Conduct protocol surveys in consultation with CDFW.</p> <p>In the event that unarmored threespine stickleback are detected, incorporate full avoidance measures into contractor responsibilities into applicable construction documents.</p>		
<p>BIO-12</p>	<p>During final design and at least one year prior to construction, a qualified biologist with access to the rail right-of-way, shall conduct a field assessment within the Balboa Double Track Extension and Canyon Siding Extension sites. The assessment shall include an inventory of observable plant and animal species, mapping and characterization of on-site habitats, and an evaluation of each site’s potential to support special status species. Presence/absence surveys shall be conducted for special status plants, San Diego desert woodrat, coastal whiptail, western spadefoot toad, arroyo toad, silvery legless lizard, coast horned lizard, as well as small mammals, and bats. Results of the field assessment shall be provided to CDFW. In consultation with CDFW, the qualified biologist shall make recommendations for the avoidance of any identified species including but not limited to additional preconstruction surveys, capture and relocation of terrestrial species by a qualified biologist with proper scientific collection and handling permits, additional restrictions on construction equipment and/or means, and application for appropriate take authorization.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Conduct field assessment within capital improvement site ROW.</p> <p>Provide field assessment results to CDFW.</p> <p>Recommend additional avoidance measures as applicable.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design, at least one year prior to construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-13	Riparian zones within the three capital improvement sites shall be protected through control of invasive plant species. All construction vehicles and heavy equipment shall be washed (including treads, wheels, and undercarriage) prior to delivery to the Project site to minimize weed seeds entering the construction area via vehicles. Slope stabilization and replanting materials used during construction shall be certified as weed-free. Invasive plant species (such as giant reed) located on the Proposed Project site shall be removed during construction. Invasive plant species shall be removed using best management practices that contain and properly dispose of the species' seeds and plant materials (which may reproduce asexually). Transport of any invasive plant material offsite shall be stored in securely covered containers or vehicles and disposed of at facilities that shall properly eliminate the ability of these materials to grow or colonize new areas.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-14	<p>In areas where riparian features are below upland features, a qualified biologist shall determine if any disturbance would occur in upland areas such that runoff could affect wetlands or riparian habitat. If riparian features are identified in locations that may be subject to construction-related runoff, the qualified biologist shall identify these areas, clearly delineate sensitive site conditions on-site, and recommend best management practices for the control of runoff including but not limited to</p> <ul style="list-style-type: none"> • Minimizing the extent of disturbed areas and duration of exposure; • Stabilizing and protecting disturbed areas; • Keeping runoff velocities low; • Retaining sediment within the construction area; • Use of silt fences or straw wattles; • Temporary soil stabilization; • Temporary drainage inlet protection; • Temporary water diversion around the immediate work area; and • Minimizing debris from construction vehicles on roads providing construction access 	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Implement run-off controls, as needed.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Construction</p>
BIO-15	<p>Metro shall provide no less than 2:1 ratio for direct impacts on streams and associated riparian plant community. Metro shall provide additional mitigation for impacts on riparian plant communities that have a State Rarity Ranking of S1 and S2 and an additional ranking of 0.1 and 0.2 to be determined through consultation with California Department of Fish and Wildlife and/or Department of Fish and Wildlife, as applicable.</p>	<p>Consult with CDFW and/or USFW on direct impact areas in streams and associated riparian plant communities.</p> <p>Provide compensatory mitigation in consultation with CDFW and/or USFW as applicable.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design/ Permitting</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
BIO-16	Metro/ Metrolink shall replace no less than three trees for every one southern California black walnut and coast live oak tree that is removed.	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Determine number of southern California black walnut and coast live oak trees to be removed.</p> <p>Replace trees as applicable.</p>	Metrolink/Metro Construction Contractor	<p>1. Metro</p> <p>2. Final Design/ Construction</p>
BIO-17	<p>Metro/ Metrolink shall create or restore no less than one acre for every one acre of impact on a sensitive plant community. Metro/ Metrolink shall create or restore no less than two acres for impacts on a sensitive plant community that consists of heritage-sized trees, vigorous trees, or seedlings/saplings. Mitigation shall be provided on lands within the same watershed as the area impacted. The density of trees at the mitigation site shall be at least the same as the density of trees in the habitat that was impacted. The mitigation site shall also provide the same understory species as found in the impacted area.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Determine sensitive plant community impact acreage.</p> <p>Provide restoration or replacement vegetation, as applicable.</p>	Metrolink/Metro Construction Contractor	<p>1. Metro</p> <p>2. Final Design/ Construction</p>
BIO-18	<p>To prevent inadvertent disturbance to areas outside the limits of grading, all grading shall be monitored by a biologist. A Metro-approved Project Biologist shall be contracted to perform biological monitoring during all grading, clearing, grubbing, trenching, and construction activities.</p> <p>The following shall be completed:</p> <ul style="list-style-type: none"> • The Project Biologist shall perform the monitoring duties before, occasionally during, and after construction. The Project Biologist shall perform the following duties: <ul style="list-style-type: none"> ○ Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading to reduce conflict between the timing and location of construction activities and other mitigation requirements (e.g., seasonal surveys for nesting birds); 	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified biologist.</p> <p>Monitor grading, clearing, grubbing, and trenching activities.</p>	Metrolink/Metro Construction Contractor	<p>1. Metro</p> <p>2. Pre-construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<ul style="list-style-type: none"> ○ Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas prior to clearing, grubbing, or grading; ○ Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction with the contractor and other key construction personnel prior to clearing, grubbing, or grading; ○ Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing, grubbing, or grading; ○ Conduct a field review of the staking to be set by the surveyor, designating the limits of all construction activity prior to clearing, grubbing, or grading; ○ Be present during initial vegetation clearing, grubbing, and grading; ○ Flush special-status species (i.e., avian or other mobile species) from occupied habitat areas immediately prior to brush-clearing and earthmoving activities; and ○ To address hydrology impacts, the Project Biologist shall verify that grading plans include a Stormwater Pollution Prevention Plan. 			
BIO-19	<p>To comply with the state and federal regulations for impacts to “waters of the United States and state,” the following agency permits are required, or verification that they are not required shall be obtained.</p> <ul style="list-style-type: none"> • The following permit and agreement shall be obtained, or provide evidence from the respective resource agency that such an agreement or permit is not required: <ul style="list-style-type: none"> ○ A Clean Water Act, Section 401/404 permit issued by the California Regional Water Quality Control Board (RWQCB) and the USACE for all project-related disturbances of waters of the United States and/or associated wetlands. 	<p>Coordinate with applicable regulatory agency(s).</p> <p>Prepare regulatory permit applications including LSA notification requirements.</p> <p>Obtain regulatory permits.</p> <p>Incorporate contractor responsibilities related to regulatory permit conditions into</p>	<p>MetroLink/Metro</p> <p>Construction Contractor</p>	<p>1. Metro</p> <p>2. Final Design/ Permitting</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<ul style="list-style-type: none"> ○ A Section 1602 Streambed Alteration Agreement (LSA) issued by the CDFW for all project related disturbances of any streambed. If required, the Streambed Alteration Agreement notification shall include the following information and analyses: <ol style="list-style-type: none"> 1. Quantification of the linear feet of streams and area of associated riparian vegetation that would be impacted. 2. An analysis providing information on whether impacts to streams within the immediate project area could cause impacts downstream where there is hydrologic connectivity; 3. A hydrological evaluation of the 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to provide information on how water and sediment is conveyed through the Project site; 4. A scour analysis demonstrating that stream banks, bed, and channel would not erode and be impaired (e.g., aggrade, incised) as a result of Project activities; 5. An analysis demonstrating that the Project would not impact stream underflow supporting riparian vegetation; 6. Identification, analysis, and discussion of potential impacts on streams and associated vegetation as a result of upland Project construction and activities; 7. Specific activities and actions Metro proposes to take to mitigate for impacts on streams and riparian vegetation, specifically, actions to control invasive plants and animals and reintroducing native biota; 8. A complete description of routine maintenance activities that may be required for the life of the 	<p>applicable construction documents.</p>		

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>Project including measures to avoid impacts on streams and riparian vegetation during routine maintenance activities occurring for the life of the Project; and,</p> <p>9. Protocol survey results (see Mitigation Measures BIO-7 through BIO-11), including negative findings, shall be included as part of the LSA Notification. Survey reports shall include information on habitat within the Project site and whether the Project would impact habitat supporting those species.</p> <ul style="list-style-type: none"> • Documentation: Metro/Metrolink shall consult each agency to determine if a permit or agreement is required. Upon completion of the agency review of this project, the applicant shall provide a copy of the permit(s)/agreement(s), or evidence from each agency that such an agreement or permit is not required for compliance. • Timing: Prior to approval of any grading and or improvement plans and issuance of any Grading or Construction Permits. • Monitoring: Metro shall review the permits/agreement for compliance with this condition. Copies of these permits should be implemented on the grading plans. 			
BIO-20	<p>Preconstruction surveys for protected trees (native trees four inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under any relevant tree protection ordinance, shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the relevant local jurisdiction. Any protected trees</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Retain a qualified arborist.</p> <p>Conduct preconstruction tree survey.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design/ Permitting/ Post-construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the relevant local agency has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring one inch or more in diameter, one foot above the base, and shall be at least seven feet in height measured from the base.	Prepare Protected Tree Report and submit to applicable local jurisdiction. Provide replacement trees consistent with recommendations of the Protected Tree Report.		
BIO-21	Protect trees that will possibly receive impacts to the root system by restricting root cuts to the outer region of the roots using a distance formula recommended by the International Society of Arboriculture. Adjust utility relocations to avoid as many tree trunks and root clusters as possible and eliminate direct impacts/removal of trees. Hand digging the root protection zones will reduce indirect impacts to the root systems.	Incorporate contractor responsibilities into applicable construction documents. Consult on utility relocation plan set to adjust design to avoid impacts on trees.	Metrolink/Metro Project Engineer	1. Metro 2. Final Design/ Construction
BIO-22	Provide temporary supplemental irrigation to existing trees during construction, as necessary.	Incorporate contractor responsibilities into applicable construction documents. Provide supplemental irrigation.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-23	Replace all impacted trees that cannot be saved with trees of the same genus, species, and variety (if applicable) as the tree that is removed. Replacement trees shall be locally sourced from within the same watershed and not from a supplier. Replacement trees shall come from a local native plant nursery that implements Phytophthora/Clean Nursery Stock protocols.	Incorporate contractor responsibilities into applicable construction documents. Replace and/or avoid trees as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction
BIO-24	Determine proven methods of stabilizing the existing landscape to minimize disturbances beyond the area of cut and fill.	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
		Implement site stabilization methods.		
BIO-25	Consider “Geo-cell” type planted retaining wall stabilization structures if they can be planted with native chaparral seed.	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Review retaining wall design and determine locations where Geo-cell plantings can be incorporated into design.</p>	<p>Metrolink/Metro Project Engineer</p>	<p>1. Metro 2. Final Design</p>
BIO-26	Provide compost to hold moisture in the soil. Utilize watering bags for the establishment period.	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Use compost and watering bags during revegetation establishment</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Construction/ Post-Construction</p>
BIO-27	All tree material, especially tree material infected with pests, pathogens, and diseases, shall be left on site, chipping the material for use as ground cover or mulch.	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Reuse tree material as applicable</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Construction/ Post-Construction</p>
CULTURAL RESOURCES				
CUL-1	<p>Mitigation Measure CUL-1 pertains specifically to archaeological involvement. The involvement of the Fernandefio Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure TCR-1. For the purposes of Mitigation Measures CUL-1 and TCR-1, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.</p> <p>Prior to issuance of grading permits, a qualified archeologist, meeting the Secretary of the Interior’s Standards, shall be</p>	<p>Retain qualified archaeologist who meets the Secretary of Interior’s Standards.</p> <p>Prepare CRMP.</p> <p>Implement CRMP including WEAP training, monitoring and reporting requirements.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>retained to serve as Program Archaeologist to develop and supervise the archaeological monitoring program. Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency. The Consulting Tribes shall also be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension project area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (8) communication/notification protocols; and (9) a description of monitoring reporting procedures.</p> <p>At the commencement of construction, an archaeologist shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the Program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.</p>			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>The archaeological monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension capital improvement area, the archaeological monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension capital improvement area, archaeological monitoring shall be limited to ground-disturbing activities within native soil only.</p> <p>All archaeological monitors, working under the supervision of the Program Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. The Program Archaeologist shall have the ability to recommend, with written and photographic justification, the reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the Consulting Tribes concur with this assessment, then monitoring shall be reduced or ceased.</p> <p>If an inadvertent discovery of archaeological materials is made during program-related construction activities, the archaeological monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential TCRs are identified within disturbed or native sediments, the Consulting Tribes shall be notified. The procedures outlined in CRMP shall then be implemented.</p>			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES				
GEO-1	<p>Prior to the construction of the Proposed Project, Metro shall develop a geotechnical design report to address geological, seismic, and soil-related constraints encountered by the Project. The Proposed Project shall be designed based on the latest versions of local and state building codes and regulations in order to construct seismically resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, at a minimum, to the depths required by local and state jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into the final design (e.g., deep foundations, ground improvement, remove and replace) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslide areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and state seismic and environmental requirements.</p>	<p>Prepare final geotechnical design report. Incorporate recommendations into final design.</p>	Lead Engineer/ Geotechnical Consultant	<p>1. Metro 2. Final Design</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
PAL-1	Full-time paleontological monitoring shall be implemented when Saugus Formation (QTs, Tsr), Pico Formation (Tps, Tp), Towsley Formation (Ttos), or older sedimentary deposits (Qog, Qoa) are impacted. Excavations into artificial fill (af) and younger sedimentary deposits (Qf, Qyfc, Qa, Qg) shall be initially spot-checked during excavations that exceed depths of 5 feet to check for underlying, paleontologically sensitive older sedimentary deposits. If it is determined that only artificial fill (af), modern alluvial fan deposits (Qf), younger alluvial fan deposits (Qyfc), alluvial gravel, and clay of valley areas (Qa), or stream channel deposits (Qg) are impacted, the monitoring program may be reduced or suspended.	Retain qualified paleontologist. Monitor excavation activities.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design
PAL-2	Prior to construction, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared that provides detailed recommended monitoring locations; a description of a paleontological resources worker environmental awareness program to inform construction personnel of the potential for fossil discoveries and of the types of fossils that may be encountered; detailed procedures for monitoring, fossil recovery, laboratory analysis, and museum curation; and notification procedures in the event of a fossil discovery by a paleontological monitor or other project personnel. A curation agreement from the NHMLA, or another accredited repository, shall also be obtained prior to excavation in the event that paleontological resources are discovered during the construction phase of the Project.	Prepare PRIMP. Implement recommendations of the PRIMP.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GREENHOUSE GAS EMISSIONS				
GHG-1	<p>The following control techniques shall be included in project specifications and shall be implemented by the construction contractor:</p> <ul style="list-style-type: none"> • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro’s Green Construction Policy. • Ensure that all construction equipment is properly tuned and maintained. • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators. • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable. 	Incorporate contractor responsibilities into applicable construction documents.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Pre-Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GHG-2	<p>In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with USEPA Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design/ Pre-Construction</p>
HAZARDS AND HAZARDOUS MATERIALS				
HAZ-1	<p>Prior to the start of construction, the contractor shall provide Metro/ Metrolink with an industrial waste management plan and/or a waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations or a Spill Prevention, Control, and Countermeasure Plan. These plans shall be completed to Metro/ Metrolink contractor specifications and will identify the responsible parties and outline procedures for hazardous waste and hazardous materials worker training, certifications, handling, storage, and transport during construction of the Project. The plan shall specify how the contractor will handle and manage wastes onsite, including:</p> <ul style="list-style-type: none"> • Prescribe Best Management Practices (BMPs) to follow to prevent hazardous material releases and cleanup of any hazardous material releases that may occur. • Comply with the SWRCB Construction CWA Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction. 	<p>Prepare industrial waste management plan. Implement industrial waste management plan Comply with federal and state regulations for hazardous material handling and storage.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	During construction, the contractor shall comply with applicable federal and state regulations that consider hazardous material handling and storage practices, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.			
HAZ-2	Prior to the start of construction, the construction contractor shall retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, Groundwater Management Plan, and/or Soil, Soil Vapor, and Groundwater Management Plan. These plans shall be completed to Metro/ Metrolink's contractor specifications and submitted to Metro/ Metrolink prior to any ground-disturbing activities for the project. Alternatively, soil, soil vapor, and/or groundwater plans shall be prepared separately and then compiled together as a Soil, Soil Vapor, and Groundwater Management Plan.	Retain qualified environmental hazards consultant. Prepare Soil Management Plan. Prepare Soil Reuse Management Plan. Prepare Groundwater Management Plan or Soil, Soil Vapor, and Groundwater Management Plan. Implement applicable soil management plans.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction
HAZ-3	Consistent with Metro's standard practice, prior to the start of construction, the contractor shall provide Phase I Environmental Site Assessments (ESAs) in accordance with standard American Society for Testing and Materials (ASTM) methodologies, to assess the land use history of each parcel that would be acquired for the Project. The determination of parcels that require a Phase II ESA (i.e., soil, groundwater, soil vapor subsurface investigations) shall be evaluated after the Phase I ESAs have been completed and would be based on the results of the Phase I ESAs. Specifically, if the Phase I ESAs identify suspected contamination in the soil, soil vapor, or groundwater; a Phase II ESA shall be conducted to determine whether the suspect contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels.	Prepare Phase I ESA. Prepare Phase II ESA as applicable. Incorporate contractor responsibilities associated with recommendations in the applicable Phase I and/or Phase II ESA documentation into applicable construction documents. Perform site remediation or corrective action, as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Pre-Construction/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>If the Phase II ESA concludes that the site is impacted, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) shall be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements shall be used for parcels where remediation or long-term monitoring is necessary.</p>			
HAZ-4	<p>The Balboa Double Track Extension shall be designed in accordance with the City of Los Angeles Municipal Code, Chapter IX, Building Regulations, Article 1, Division 71, Methane Seepage Regulations, as amended by the City of Los Angeles Methane Ordinance (No. 175790). Specific requirements shall be determined according to actual methane levels and pressures measured along the Affected Area, and the specific requirements shall be incorporated into the design and construction.</p>	<p>Verify compliance with City of Los Angeles Building Code Methane Regulations</p>	<p>Metrolink/Metro Project Engineer</p>	<p>1. Metro 2. Final Design/ Pre-Construction</p>
HYDROLOGY AND WATER QUALITY				
WQ-1	<p>During construction, Metro/ Metrolink shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), as they relate to project construction activities within the Balboa Double Track Extension, Canyon Siding Extension, and/or Lancaster Terminal Improvements sites. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System.</p>	<p>Incorporate contractor responsibilities into applicable construction documents. Prepare and submit Notice of Intent. Prepare SWPPP. Implement SWPPP. Prepare and submit Notice of Termination.</p>	<p>Metrolink/Metro Construction Contractor</p>	<p>1. Metro 2. Final Design/ Permitting</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	The contractor for each capital improvement shall implement all required aspects of the SWPPP during project construction.			
WQ-2	Metro/ Metrolink shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County (Order No. 2012-0175, NPDES No. CAS004001), effective December 28, 2012 (known as the Phase I Permit) and NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (NPDES No. CAS000004), as applicable. This post-construction requirement shall apply to each of the capital improvement sites. Metro/ Metrolink shall prepare a final Low Impact Design (LID) report in accordance with the applicable local LID Manual. These include the City of Los Angeles Planning and Land Development Handbook for Low Impact Development, May 9, 2016 and the County of Los Angeles Department of Public Works Low Impact Development Standards Manual, February 2014. The LID report shall identify the required BMPs to be in place prior to project operation and maintenance.	Incorporate contractor responsibilities into applicable construction documents. Prepare LID report.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
WQ-3	In the event that groundwater is encountered during excavation, the construction contractor for each capital improvement site where groundwater is present shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), or NPDES General Permit for Limited Threat Discharges to Surface Waters (Order No. R6T-2014-009, NPDES Permit No. CAG996001) as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents. Obtain dewatering permits as applicable	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
WQ-4	In the event that groundwater is encountered during excavation associated with Canyon Siding Extension, the contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Santa Clarita, respectively.	Incorporate contractor responsibilities into applicable construction documents. Obtain dewatering permits as applicable.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
WQ-5	Metro/ Metrolink shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Incorporate contractor responsibilities into applicable construction documents. Prepare industrial SWPPP.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Permitting
NOISE AND VIBRATION				
NV-1	Metro/ Metrolink's contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro/ Metrolink prior to initiating construction. Where the construction cannot be performed in accordance with the local noise ordinances construction noise standards, the contractor would investigate alternative construction	Incorporate contractor responsibilities into applicable construction documents. Prepare Noise Control and Monitoring Plan. Implement Noise Control and Monitoring Plan.	Metrolink/Metro Construction Contractor	1. Metro 2. Final Design/ Construction

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase															
	<p>measures that would result in lower sound levels. The noise limits for each jurisdiction are shown in the following table, NV-1 Noise Limits.</p> <p style="text-align: center;">NV-1 Noise Limits</p> <table border="1" data-bbox="340 459 995 721"> <thead> <tr> <th>Land Use</th> <th>Noise Limit – Daytime¹ Leq (dBA)</th> <th>Noise Limit – Nighttime Leq (dBA)</th> </tr> </thead> <tbody> <tr> <td>Any Residential – City of Los Angeles</td> <td>Ambient +5 dBA</td> <td>Ambient +5 dBA²</td> </tr> <tr> <td>Single-Family Residential – Santa Clarita and Lancaster</td> <td>75²</td> <td>60^{2,3}</td> </tr> <tr> <td>Multi-Family Residential – Santa Clarita and Lancaster</td> <td>80²</td> <td>64^{2,3}</td> </tr> <tr> <td>Commercial</td> <td>85²</td> <td>n/a⁴</td> </tr> </tbody> </table> <p>¹ Daytime is defined as follows: Los Angeles: 7 am – 9 pm (Mon-Fri), 8 am – 6 pm (Sat) Santa Clarita: 7 am – 7 pm (Mon – Fri), 8 am – 6 pm (Sat) Lancaster: 7 am – 8 pm (Mon – Sat)</p> <p>² L.A. County Code Limit ³ Recommended limit if written permission is allowed for work outside of the "Daytime" defined hours ⁴ Commercial properties are not typically sensitive at night.</p> <p>The contractor would conduct noise monitoring to demonstrate compliance with contract noise limits. Noise-reducing methods that may be implemented by Metro/MetroLink include:</p> <ul style="list-style-type: none"> • If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to achieve noise levels as close to the nighttime limits of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards as possible. • Use specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers. • Locate equipment and staging areas away from noise-sensitive receivers. • Limit unnecessary idling of equipment. • Install temporary noise barriers, noise control curtains, and/or noise enclosures. This approach can be particularly effective for stationary noise sources such as compressors and generators. These methods may not be 	Land Use	Noise Limit – Daytime ¹ Leq (dBA)	Noise Limit – Nighttime Leq (dBA)	Any Residential – City of Los Angeles	Ambient +5 dBA	Ambient +5 dBA ²	Single-Family Residential – Santa Clarita and Lancaster	75 ²	60 ^{2,3}	Multi-Family Residential – Santa Clarita and Lancaster	80 ²	64 ^{2,3}	Commercial	85 ²	n/a ⁴			
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Commercial	85 ²	n/a ⁴																	

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>effective for elevated receivers; blocking line-of-sight is necessary.</p> <ul style="list-style-type: none"> Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. Avoid impact pile driving where possible. Where geological conditions permit, the use of drilled piles or a vibratory pile driver is generally quieter. Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools. Where possible, minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead. If all conventional noise control measures cannot achieve the noise levels of the applicable City of Los Angeles, City of Santa Clarita or City of Lancaster standards and unavoidable excessive exceedances of the noise limits are predicted, Metro/ Metrolink shall offer to temporarily relocate residents to a hotel. The Noise Control Plan shall define excessive exceedance of the noise limits and shall be approved by Metro/ Metrolink. 			
NV-2	<p>Specific measures to be employed to reduce or mitigate construction vibration impacts shall be developed by the contractor and presented in the form of a Vibration Monitoring Plan as part of the Noise Control Plan. Measurements shall be taken during peak vibration generating construction activities, and the results must be submitted to Metro/ Metrolink on a weekly basis.</p> <p>The following precautionary vibration mitigation strategies should be implemented to minimize the potential for damage to any structures and annoyance to occupants in the Project area:</p> <ul style="list-style-type: none"> Alternative Construction Procedures: If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration 	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Prepare Vibration Control Plan.</p> <p>Implement Vibration Control Plan.</p>	<p>Metrolink/Metro</p> <p>Construction Contractor</p>	<p>1. Metro</p> <p>2. Final Design/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.</p> <ul style="list-style-type: none"> • Occupant Temporary Relocation. When construction or demolition must occur very close to the receiver, other less conventional vibration reduction techniques shall be employed. A vibration disturbance coordinator shall be established for affected sensitive occupants regarding vibration annoyance. Vibration levels shall be monitored at the affected uses to determine if vibration levels exceed the vibration annoyance criteria of 0.016 inches per second at residential uses and 0.022 inches per second at commercial uses during construction activity. If construction vibration results in exceedances of the vibration annoyance criteria, occupants shall be temporarily relocated to a hotel during construction times when vibration will be the greatest and most intrusive. Construction activities in non-residential areas shall be scheduled during non-operational hours of commercial uses. 			
TRANSPORTATION				
TR-1	<p>During the final engineering phase and at least 30 days prior to construction of each capital improvement, a construction Traffic Management Plan (TMP) shall be prepared by the contractor for each capital improvement including the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster. Each TMP shall be reviewed and approved by Metro/ Metrolink, City of Los Angeles, City of Santa Clarita, City of Lancaster, and Caltrans, where applicable. The TMP shall identify proposed detour routes and construction traffic routes, including haul truck routes and preferred delivery/haul-out</p>	<p>Incorporate contractor responsibilities into applicable construction documents.</p> <p>Prepare a TMP.</p> <p>Implement TMP during construction.</p>	<p>Metrolink/Metro</p> <p>Construction Contractor</p>	<p>1. Metro</p> <p>2. Final Design/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>locations and hours. Lane and/or road closures shall be scheduled in consultation with the local public works departments associated with each capital improvement site to minimize disruptions to community traffic. The nearest local fire responders shall be notified, as appropriate, of traffic control plans, and lane and/or road closures as well as detour routes and construction vehicle routes shall be coordinated with fire responders to minimize disruptions to emergency response routes. The TMP shall identify pedestrian and bicycle circulation and access detours in and around the affected stations, as well as temporary bus stop locations and signage, as applicable.</p>			
TR-2	<p>During final engineering design and prior to construction, Metro shall establish rail operating agreements and/or memoranda with Metrolink and Union Pacific Railroad (UPRR) to outline mutually agreed upon work windows and contractor operating restrictions. Such agreements shall identify performance objectives such as maximum allowed dwell times and/or on-time performance requirements to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications) and implemented to maintain the mutually agreed upon performance objectives during construction. Prior to construction, Metro/ Metrolink and the construction contractor shall prepare detailed construction phasing plans for each phase of construction that identify appropriate means and methods to maintain mutually agreed upon on-time performance objectives while minimizing impacts on pedestrians and passengers at Santa Clarita Station and/or Lancaster Terminal. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to establish temporary construction detours for passengers at the Santa Clarita Station and Lancaster Terminal that correspond to detailed construction phasing plans to minimize impacts on passenger transfer times.</p>	<p>Establish rail operating agreement with Metrolink and UPRR.</p> <p>Prepare construction phasing plans.</p> <p>Establish passenger detours.</p> <p>Conduct as needed construction coordination meetings with Metrolink and UPRR.</p>	<p>Metrolink/Metro</p> <p>Construction Contractor</p>	<p>1. Metro</p> <p>2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>Detailed construction phasing plans shall be deemed acceptable by Metrolink prior to commencement of construction activities that could affect regular Metrolink operations.</p> <p>Throughout the duration of construction, Metro/ Metrolink shall solicit UPRR's participation, as-needed, in construction coordination meetings to evaluate the efficiency of the measures in place and Metro/ Metrolink and the construction contractor shall implement changes to means and methods during construction to ensure the performance objectives are maintained at an acceptable level throughout construction.</p>			
TRIBAL CULTURAL RESOURCES				
TCR-1	<p>Mitigation Measure CUL-1 pertains specifically to archaeological involvement. The involvement of the Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation (Consulting Tribes) is detailed in Mitigation Measure TCR-1. For the purposes of Mitigation Measures CUL-1 and TCR-1, ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling.</p> <p>In addition to the Program Archaeologist and archaeological monitor, a Native American monitor from the Consulting Tribes shall be retained to monitor earth-moving activities. Native American monitoring shall be conducted on a rotational basis between the Consulting Tribes (Fernandeño Tataviam Band of Mission Indians and Gabrieleno Band of Mission Indians – Kizh Nation) during these construction activities, and attendance is ultimately at the discretion of the Consulting Tribes.</p> <p>Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be reviewed by the Lead Agency and Consulting Tribes. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitor, and Native</p>	<p>Retain Consulting Tribal Monitor(s) for all ground disturbing activities as defined in Mitigation Measure TCR-1.</p> <p>Incorporate Native American Monitoring requirements into the CRMP.</p> <p>Implement CRMP Native American Monitoring requirements.</p>	Metrolink/Metro Construction Contractor	<p>1. Metro</p> <p>2. Pre-Construction/ Construction</p>

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>American monitor; (2) the definition of an Environmentally Sensitive Area (ESA) around the previously-identified prehistoric resources adjacent to the Canyon Siding Extension capital improvements area, (3) a description of monitoring procedures; (4) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (5) a description of what types of resources may be encountered; (6) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (7) a description of procedures to follow when a resource is encountered including curation procedures agreed upon by the Consulting Tribes; (9) communication/notification protocols; and (8) a description of monitoring reporting procedures.</p> <p>At the commencement of construction, Native American representatives from the Consulting Tribes shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials shall be developed and distributed to construction personnel over the lifetime of the program. The program shall inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological and Consulting Tribe personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.</p> <p>The Native American monitor shall be present for all ground-disturbing activities in native soil (i.e., undisturbed, non-fill sediments) within the Balboa Double Track Extension and Lancaster Terminal Improvements sites. Within the Canyon Siding Extension site, the Native American monitor shall be present for all ground-disturbing activities within the ESA, including those in disturbed fill sediments. During ground-disturbing activities outside of the ESA within the Canyon Siding Extension capital improvement area, Native American</p>			

ID	Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
	<p>monitoring shall be limited to ground-disturbing activities within native soil only. A sufficient number of Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.</p> <p>If an inadvertent discovery of archaeological materials is made during program-related construction activities, the Native American monitor shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an ESA physical demarcation shall be constructed. The Program Archaeologist, Lead Agency, and Consulting Tribes shall be notified regarding the discovery. The procedures outlined in CRMP shall then be implemented.</p>			

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

..Meeting_Body

**REGULAR BOARD MEETING
JULY 25, 2019**

..Preamble

Motion by:

DIRECTORS BARGER, NAJARIAN, KREKORIAN AND SOLIS

Related to Item 5: Antelope Valley Line Motion

Two recently completed MTA studies, the Metrolink Antelope Valley Line (AVL) Study and the LA-Burbank- Glendale Feasibility Study, recommend both short and mid-term goals to ultimately increase frequency to 30-minute headways with bi-directional service throughout the day. Short term improvements require \$41.8 million in capital improvements and \$4 million more in annual costs. Mid-term improvements would require approximately \$180 million in capital costs, mainly for double-tracking identified in the AVL study as 4 projects. To get these projects through environmental clearance and shovel ready, staff has estimated that \$12.75 million is required. Shovel-ready is an important benchmark to position these projects for grant funding opportunities. Implementation of Scenarios 1 through 3 in the Antelope Valley Line Study will significantly improve service, as detailed in both studies.

The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between. It carries the third highest ridership in Metrolink's commuter rail system, and growing, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Since the implementation of a now permanent fare reduction program in 2015, the AVL is the only rail transit line in Los Angeles County that has seen consistent, month-over-month ridership growth. As of last year, revenues from this ridership growth surpassed Metro's cost to subsidize the program. In many ways, the AVL is a model for the current regional rail system and it will play a critical role in unlocking regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program. It also faces serious physical constraints that limit its optimal performance.

..Subject

SUBJECT: ANTELOPE VALLEY LINE MOTION

..Title

APPROVE Motion by Directors Barger, Najarian, Krekorian and Solis that the Board:

- A. Support implementation of Scenarios 1 through 3, as detailed in the Antelope Valley Line Study, and prioritize the Balboa Siding Project so as to open up the expedited delivery of hourly commuter rail service between North Los Angeles

County and Los Angeles Union Station;

- B. Direct the CEO and staff to coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;
- C. Authorize the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring the capital projects included in Scenarios 1 through 3 to "shovel-ready" status, and direct the CEO to report back to the Board in October with project development plans, cash flow considerations, and associated operating costs;
- D. Direct the CEO to coordinate with Metrolink on a discretionary grant strategy, and with the North County Subregion on additional local funding options that could be leveraged, to fully fund the remaining construction costs of the capital projects included in Scenarios 1 through 3, and include an update in the October report back to the Board;
- E. Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the Antelope Valley Line and direct the CEO to coordinate with Metrolink in the pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program, and;
- F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.



Board Report

File #: 2021-0664, File Type: Oral Report / Presentation

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: ORAL REPORT

RECOMMENDATION

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

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

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

Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Monthly Project Updates

November 2021 Monthly Update

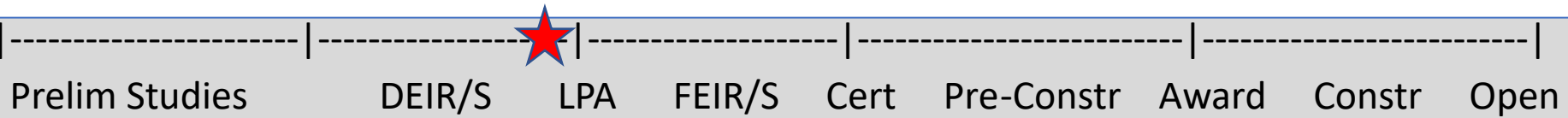
> Major Pillar Projects

- West Santa Ana Branch
- C (Green) Line Extension to Torrance
- Eastside Transit Corridor Phase 2
- Sepulveda Transit Corridor

> Other Projects in Planning and Development

- North Hollywood to Pasadena BRT
- North San Fernando Valley BRT Improvements

West Santa Ana Branch Transit Corridor



Recent Activities

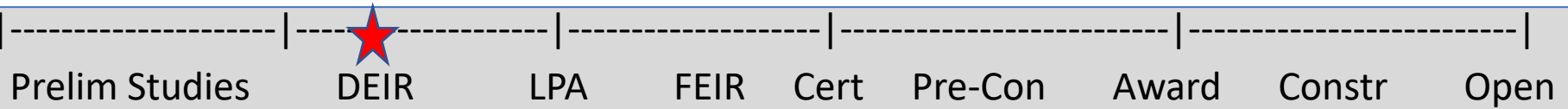
- July 30 – September 28, 2021: Draft EIS/R public comment period
 - Received approximately 420 formal submissions on the Draft EIS/R
 - Caltrans requested being added as a **Consulting Party for Section 106** of the National Historic Preservation Act for historic properties and potential effects within the Caltrans right-of-way, especially for I-105 freeway crossing
 - **US Army Corps of Engineers (USACE)** requested being added as a **Cooperating Agency** for the Final EIS/R; by becoming a Cooperating Agency and including the additional information in the Final EIS/EIR, USACE would be able to adopt the Final EIS/EIR and issue its Record of Decision and would not need to prepare a standalone Environmental Assessment (EA) prior to issuing the permits.
 - FTA has concurred with the change of status for both agencies

Next Actions

- Nov/Dec: Compile Public Comments and separate report on Funding Plan & P3 Finance
- January 2022 (anticipated): Board selects Locally Preferred Alternative (LPA) and Final EIR/S begins



C (Green) Line Extension to Torrance

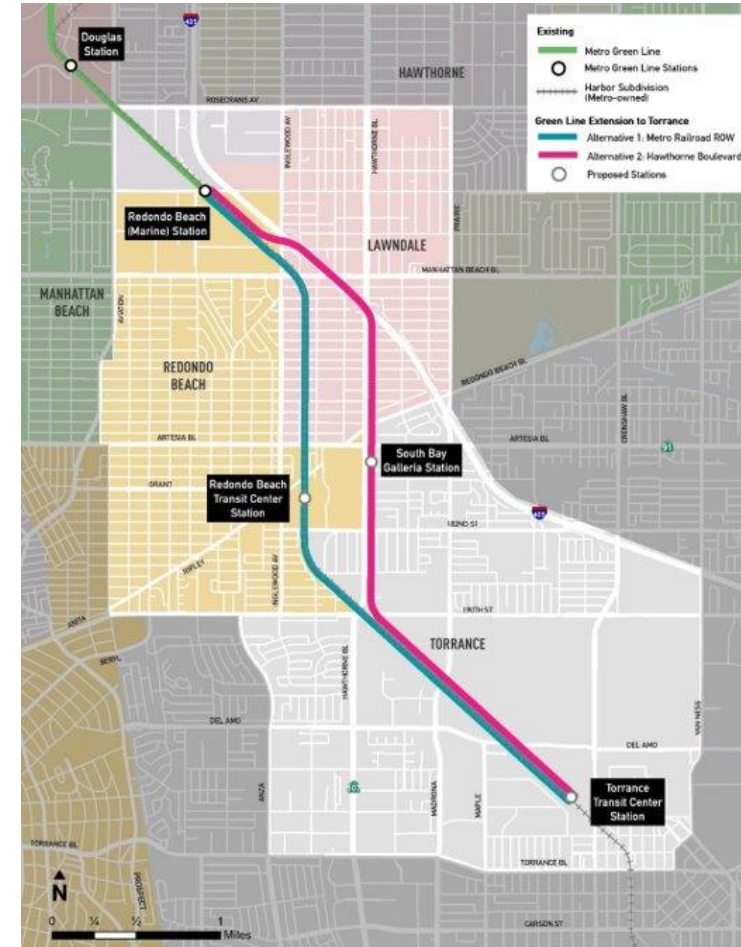


Recent Activities

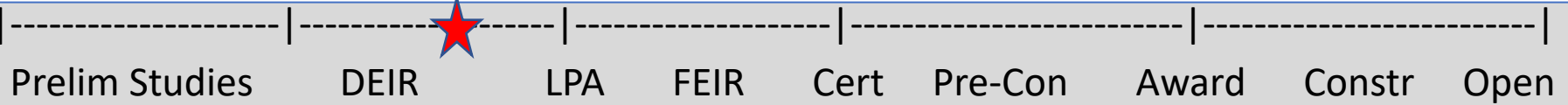
- September/October: Stakeholder Engagement w/ BNSF Railroad, Cities of Lawndale and Redondo Beach, and adjacent property owners
- Launched virtual "neighborhood walks" on Metro website with over 1500+ views
- Completed initial potholing and initiated utility coordination

Next Actions/Issues

- Developing advanced conceptual engineering (15% design) to inform Draft EIR
- Working to reduce or eliminate any schedule impacts due to additional design requests



Eastside Transit Corridor Phase 2



Recent Activities

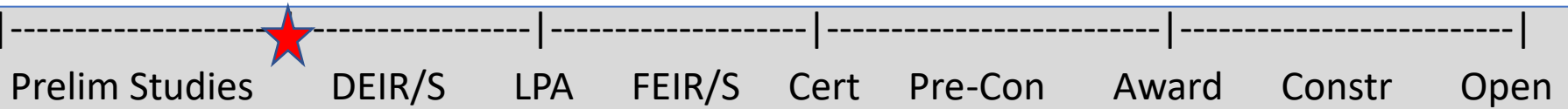
- Outreach and engagement:
 - October 18 CBO Roundtable Meeting: Completed the chartering process and CBOs shared expertise on outreach methods for the upcoming community meetings.
- Risk Register for the project was completed in October.
- Environmental consultant to continue analyzing the engineering design package



Next Actions/Issues

- Fall outreach activities:
 - November 15 East Los Angeles Station Options Atlantic/Pomona and Atlantic/Whittier
 - November 16 Montebello station and alignment update
 - November 17 Community-wide project update
- Incorporating expanded CBO outreach and design refinements within existing project schedule

Sepulveda Transit Corridor



Recent Activities

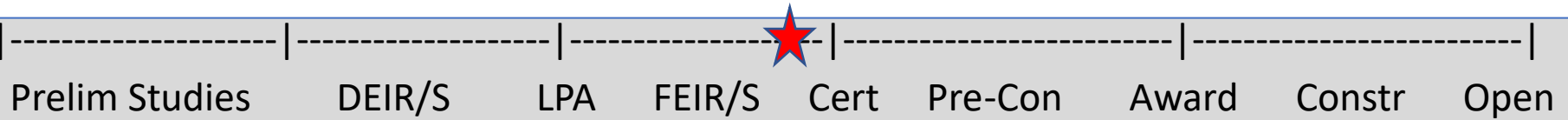
- October 26: Virtual community update webinar (overview of upcoming environmental process and opportunities for community Q&A). Attended by broad cross-section of San Fernando Valley elected officials, stakeholders and residential groups.

Next Actions/Issues

- Release of Environmental Notice of Preparation on November 30, 2021
- Agency Scoping Mtg on December 6, 2021
- Public Scoping Mtgs on December 7, 2021, January 11, 2022, and January 22, 2022
- Close of Public Comment Period on February 11, 2022
- Some impacts to environmental/PDA schedule are being mitigated and will not affect overall project schedule



North Hollywood to Pasadena BRT



Recent Activities

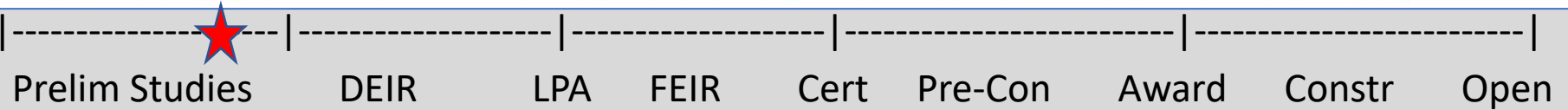
- Currently reviewing input received from September/October community meetings
- Ongoing coordination with Burbank and Eagle Rock to refine design options
- Conducted traffic analysis in Eagle Rock and Burbank for each design option
- Preparing Alternative refinements in response to community input for Board consideration

Next Actions

- Early 2022: Board considers certifying Final EIR
- Continue advancing project design in North Hollywood, Glendale, and Pasadena



North San Fernando Valley BRT Improvements



Recent Activities

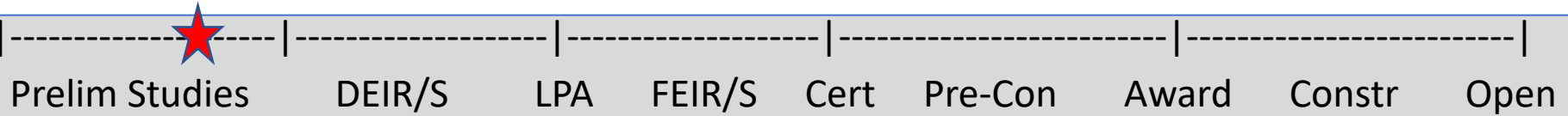
- Reviewing BRT proposal that incorporates recent Next Gen service upgrades with affected elected officials and LADOT

Next Actions

- Fall/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

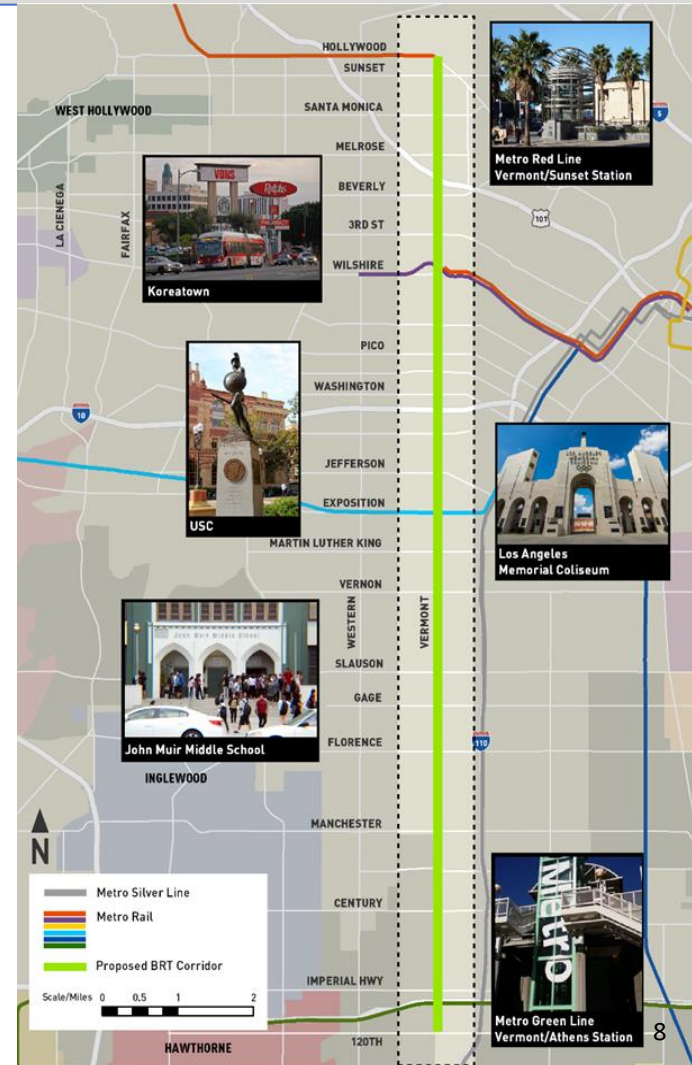


Recent Activities

- Developing Community & CBO engagement strategy in coordination with Community Relations and Office of Equity & Race
- Late October/November 2021: Conducting meetings with affected elected officials along corridor

Next Actions

- Preparing for community and CBO engagement anticipated to begin in January 2022
- Input from community and CBOs will help inform next phase of planning



East San Fernando Valley Shared ROW Study

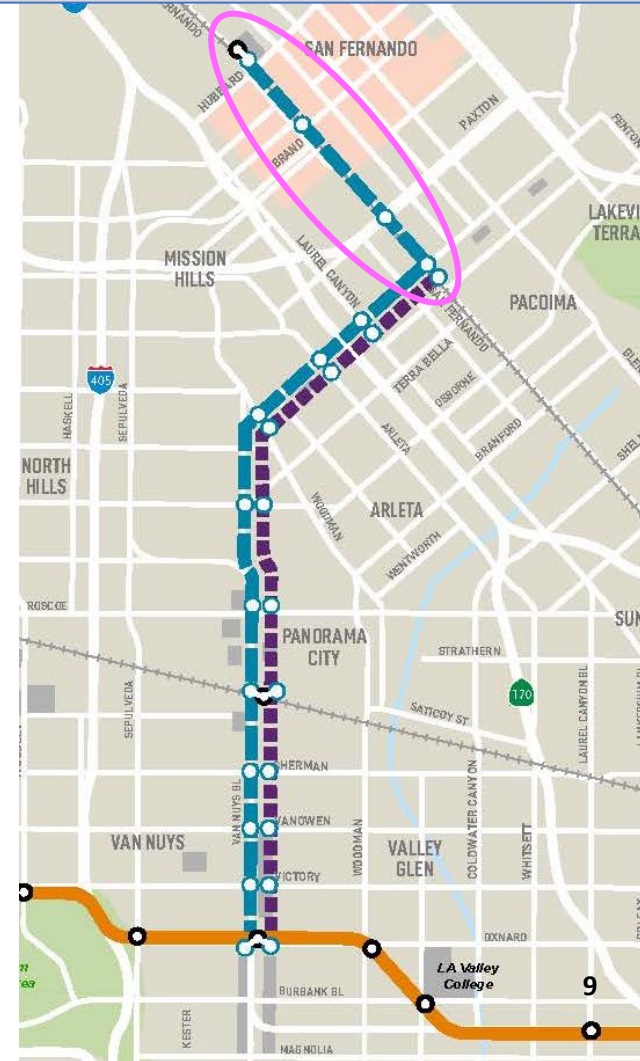


Recent Activities

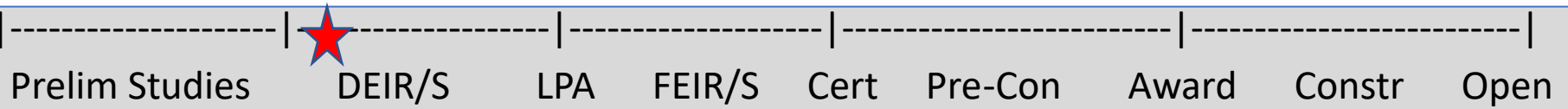
- Study Consultant selection underway in coordination with Metrolink and cities of San Fernando and Los Angeles.
- Study to be conducted in two phases:
 - Phase 1, followed by Phase 2 pending Metro Board authorization after completion of Phase 1

Next Actions

- Select Supplemental Study contractor, seek Metro Board authorization to award contract & commence work on Phase 1.



Los Angeles River Path

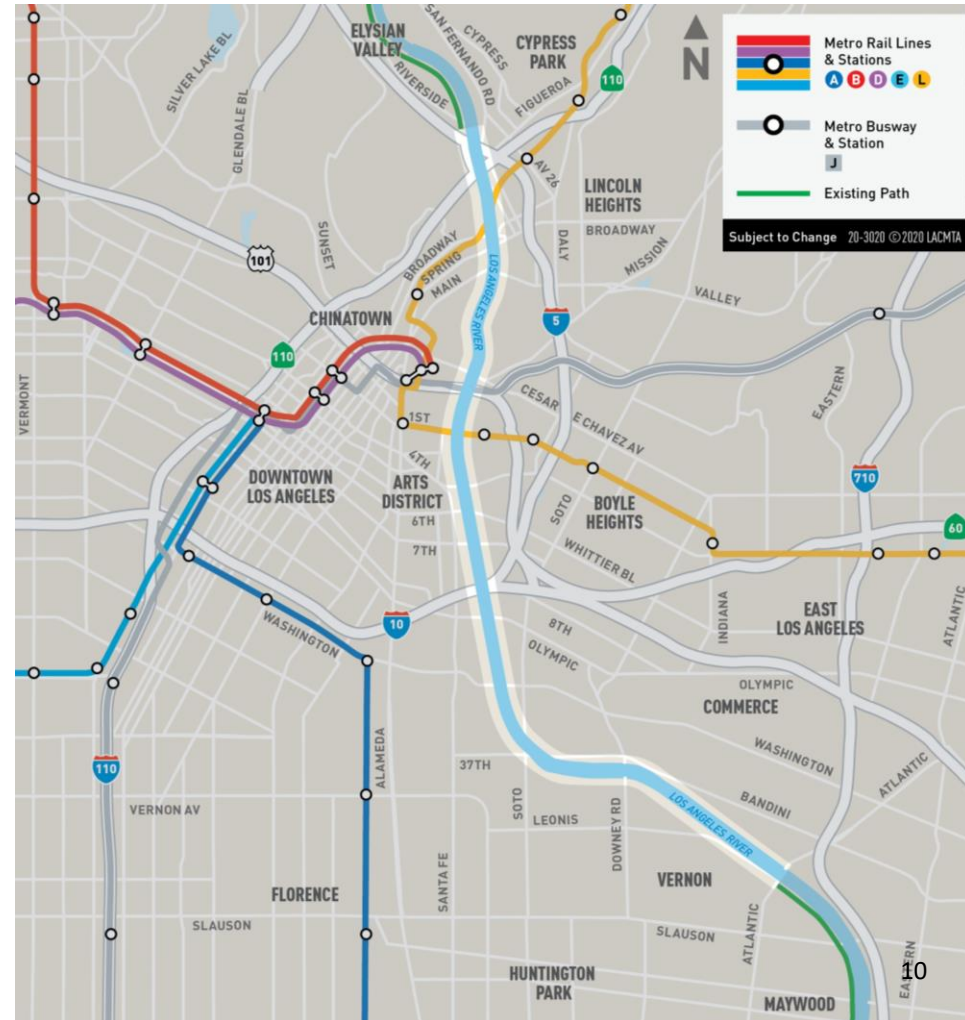


Recent Activities

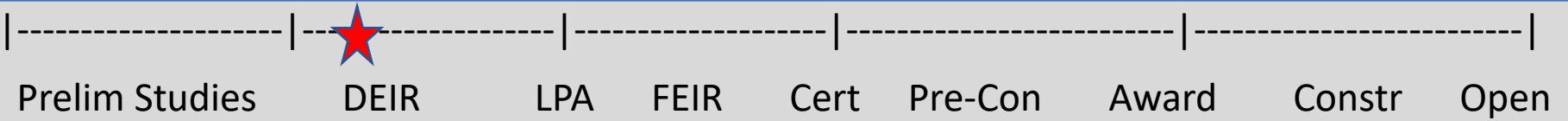
- Work progressing on Admin Draft EIR
- Coordination with various stakeholders
- Execution of MOA with US Army Corps of Engineers for Section 404 Coordination
- Nov 13 & 17: Public Engagement

Next Actions

- December 2022 (anticipated): Release of Draft EIR



Crenshaw Northern Extension



Recent Activities

- Advancing technical studies following EIR Scoping Meetings

Next Actions

- Developing station studies as part of advanced conceptual engineering to inform Draft EIR
- Continuing 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 and City of Inglewood

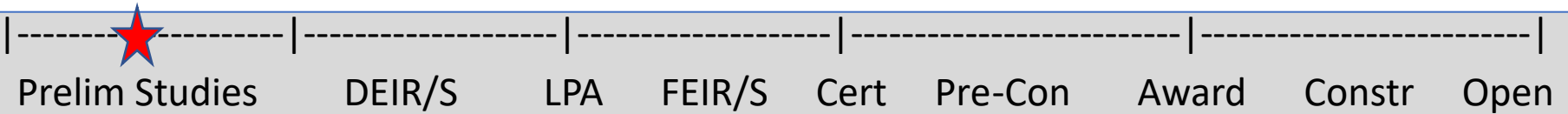
Next Actions

- Fall 2021: Continued coordination with key stakeholders
- Early 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

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

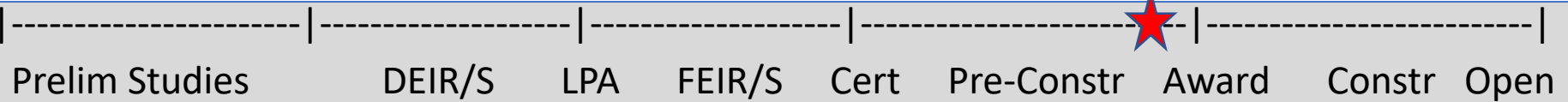
Next Actions

- Finalize analysis and design, and prepare Feasibility Study Report
- Continue to host stakeholder forums
- Present findings & recommendations to Metro Board with and upon 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

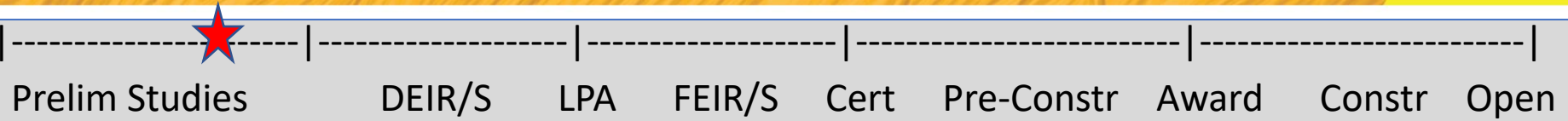


Next Actions

- Work with partners to close funding gap (\$63.5M)
- Dec 2021 (anticipated): Contract award and protest period
- Jan 2022 (dependent on funding): Board to authorize Life of Project (LOP) budget

Rail to River Active Transportation Corridor

Segment B



Recent Activities

October:

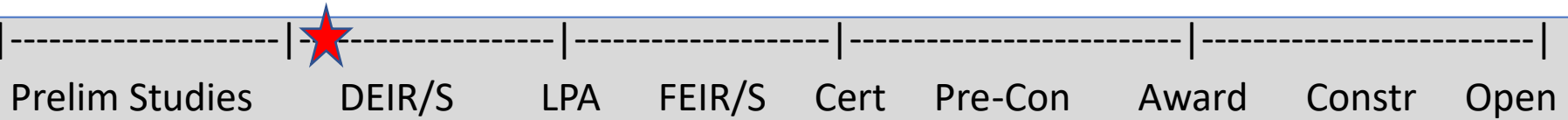
- Continued working on technical analysis of corridor
- Coordinated with WSAB and affected cities

Next Actions

- Continue coordinating with all the affected cities along the corridor
- Early 2022 (anticipated): Draft Final Report



Arts District / 6th Street Station



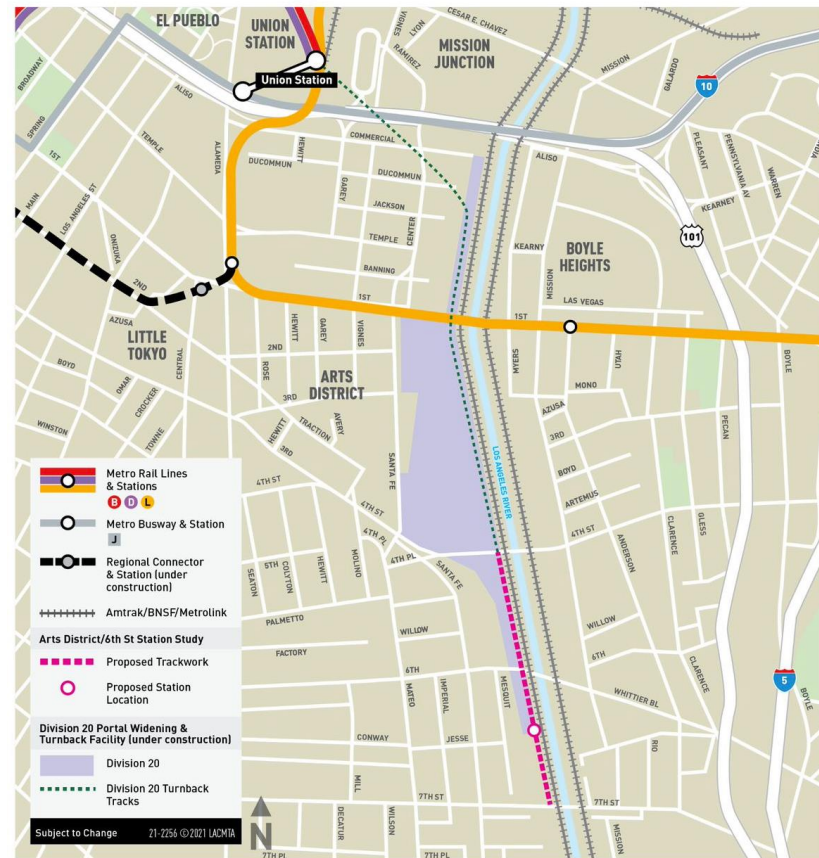
Recent Activities

- Conducting technical environmental impact analysis
- Evaluating conceptual station design, especially related to pedestrian connection
- Coordinating 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





Board Report

File #: 2021-0564, **File Type:** Motion / Motion Response

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 17, 2021**

SUBJECT: RESPONSE TO MOTION 17 - MODERNIZING THE METRO HIGHWAY PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the status of the Highway Modernization Program actions.

ISSUE

This Receive and File report responds to Motion 17 authored by Directors Butts and Garcetti titled Modernizing the Metro Highway Program, which directed staff to report back on the 19 recommendations (Attachment A) developed by the Ad-Hoc Board Deputies Highway Department Subcommittee.

BACKGROUND

At its June 2021 meeting, the Board approved Motion 17: Modernizing the Metro Highway Program. The Motion (Attachment B) directed staff to report back on a plan of action on the 19 recommendations included in the June 2020 Board motion (Attachment C) (File #2020-0412) to be followed in development of all future highway projects.

DISCUSSION

In line with the organizational realignment announced by the CEO, Metro's Highway Program and the Grants Management Department, which now report to the Chief Planning Officer, developed this report. Planning & Development staff, consulted and coordinated with Environmental Compliance and Sustainability Department staff (ECSD) and Planning's Goods Movement, Transportation Demand Management (TDM), Active Transportation and Complete Streets units. This report provides activity history and plans of action in response to each of the 19 recommendations with the indication of whether the actions are currently in place or will be added to the efforts in development of Highway improvement projects.

The motion packaged specific requirements in three categories where Metro Highway Programs was recognized as Planner, Funder, and Leader. As Planner, Metro Highway Programs was directed to consider and include, to the extent possible, multimodal improvements during the development of

future Highway Projects. The Motion required that these multimodal improvements consider and support the region's mobility needs and support safe, sustainable, and equitable transportation improvements. Broad multi-modal expertise engagement to consider these types of improvements was recommended.

These requirements and recommendations are currently in place through multi-department coordination when developing highway improvement projects. As projects are being developed, accommodations for all users, whether they walk, bike, roll, take transit or drive are considered when warranted and their benefits are confirmed. These improvements include construction of missing sidewalks, curb ramps, bike lanes, bike refuge areas, pedestrian push buttons, and other project elements. Proposed highway improvement projects will also consider transit service-related work, including the preservation of right of way and allocation of roadway space. Local agencies within the area of effect of highway improvement projects are included on the project development teams. Their input and their relevant projects that can be merged with the proposed project are considered. Examples include inclusion of crosswalk renewals and/or additions, improved pedestrian access, advanced stop lines, leading pedestrian intervals, pedestrian push buttons and cycle detectors, turn lanes at an intersection, and similar projects. Highway staff will expand and improve these practices where possible.

The second outlined area was where Metro was identified as funder. This relates to the multimodality and the updated Measure R and M Guidelines. The revised guidelines (File 2021-0291) were presented to the Board and adopted in June 2021. The updated guidelines allow certain highway funds to consider and accommodate active transportation, transit and TDM projects (either as a component of a highway improvement project, or as stand-alone project) that have "validation of need, defined and documented transportation improvement objectives, and will have performance-based measurable benefits". Inclusion and implementation of the eligible expanded work elements in highway improvement projects will allow for the use of Measure R and M subregional funds as well as available external grant funds.

The third outlined area was where Metro's role was identified as a leader. These recommendations outlined partnering with federal, state, local government and regulatory agencies to shape best practices in highway planning. Metro Highway and Planning teams meet monthly with Caltrans senior management and with FHWA representatives on an as-needed basis to discuss emerging regulations, project specific issues and areas to collaborate. Among the broad range of topics discussed are funding opportunities through various state and federal sources and implementation of SB743, Governor's Executive Orders, and other regulations applicable to the State Highway System improvements. Updates will be provided to the Board and our broader stakeholders on relevant efforts and success in securing state and federal support for Metro's projects.

As stated earlier in this report, representatives of local agencies within the area of effect of the highway improvement projects are engaged at those projects' planning/scoping stages. Local complimentary projects such as pedestrian, bicycle, signal, and safety improvements will be included in the scope of highway projects. If the local agency has funds for those improvements, those funds will be merged into the project.

EQUITY PLATFORM

As we continue this work, highway investments will aim to provide mobility options for all, including those with the greatest mobility needs. Multi-modal considerations are evaluated and applied to projects in the planning process when viable and warranted. Through multimodal consideration in the development of highway improvement projects, unique mobility needs and potential impacts to the surrounding community, including EFCs and marginalized or vulnerable users, can be identified and validated for consideration and either incorporated in the highway project being developed, or considered for implementation as standalone modal projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals # 1: Provide high-quality mobility options that enable people to spend less time traveling, by developing multimodal highway improvements; goal #3: Enhance communities and lives through mobility; and goal #4: Transform LA County through regional collaboration and national leadership.

NEXT STEPS

As the Highway department in Planning and Development undertake new projects or as countywide plans are developed, cross-functional collaboration between Highway Programs, Goods Movement, TDM, Active Transportation, Complete Streets units, and others will occur on these efforts. Accomplishments will be reported to the Board.

ATTACHMENTS

Attachment A - Highway Subcommittee Recommendation and Responses

Attachment B - Motion 17

Attachment C - Motion 8

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208

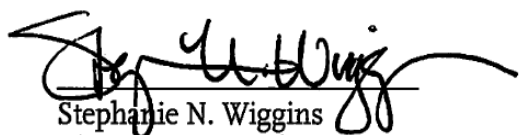
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Stephanie N. Wiggins
Chief Executive Officer

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>1 Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.</p>	<p>Relevant Metro Planning Depts: (Transit, Active Transportation (AT), Complete Streets (CS), Environmental Compliance and Sustainability dept (ECSD); Equity and Race; Shared Mobility; staff of local agencies within the limits of the project; and Caltrans for projects that require State's review/approval</p>	<p>Ongoing</p>	<p>Highway Programs staff consult with various Metro expert discipline team members at the early project development stages to consider inclusion of eligible multimodal planning elements within the scope of highway improvement projects. These coordination practices are described at a high level in the Measure M administrative procedures adopted by the Board. Staff reviews proposed scopes of work with the cities and Metro's Active Transportation, Complete Streets, TDM or other relevant modal departments. The scope of a highway improvement project may include off-freeway improvements benefitting pedestrians and bicyclist or park and ride accommodations. Staff also coordinates with Caltrans, local agency partners, Metro's Environmental Compliance and Sustainability Dept, and the Office of Equity and Race to include relevant and beneficial recommendations in the scopes of highway projects. Examples of this work includes pedestrian improvements in Hawthorne's Moneta Garden Mobility Project, pedestrian and bicycle improvements in Long Beach's Artesia Blvd Improvement Project, and bike lane, sidewalk, curb ramp, ped push button improvements in the SR-91 Shoemaker to Alondra and SR-91 Central to Acacia projects.</p>
<p>2 Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.</p>	<p>Relevant Metro departments based on the scope of the project; staff of subregional authorities and local agencies affected by the project; Caltrans for projects on the State highway system; and other agencies/entities as applicable. Also, engagement of the community during the scoping/ environmental process when warranted/required.</p>	<p>Ongoing</p>	<p>Highway Staff coordinate and consult with multimodal stakeholders in the early stages of the project development process to consider and include appropriate and beneficial multimodal elements in highway/roadway improvement projects. Input and reviews are solicited from cities, schools, local, state and federal agencies, project development team members, COG boards or technical advisory committees, community-based organizations and if applicable Caltrans' pedestrian, bicyclist, sustainability and other relevant functional units. As new highway projects are developed, the participation process can be adapted and modified. For the I-710 (South) project, a corridor-specific TAC in partnership with the COG was developed to engage all affected jurisdictions in the decision-making process. Furthermore, a Task Force with broad-base participation from corridor stakeholders has also been formed that will review the needs of the corridor and help Metro and Caltrans plan for future multimodal investments. Underway is also an I-405 Comprehensive Multimodal Corridor Plan which is coordinating with broad stakeholders and multiple subregions and COGs to develop a 405 plan to enable Metro to apply for SB-1 SCCP Grant funds. Other project specific participation plan processes will be developed as needed.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>3 Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including Moving Beyond Sustainability/ Sustainability Plan 2020</p>	<p>Metro Environmental Compliance & Sustainability Department; Caltrans; Local, State, and Federal Agencies</p>	<p>1-2 Years</p>	<p>AQ analysis is an integral element of the environmental process and technical studies developed under both CEQA and NEPA for all highway projects. It is recognized and understood that GHG production and reductions go beyond the assets Metro controls. Metro staff is collaborating on preparation of an update to the “Moving Beyond Sustainability 10-year Sustainability Strategic Plan” to assess GHG emissions related to Highway investments. Highway staff will continue to coordinate with Metro’s ECSD staff to identify the necessary sustainability considerations including GHG information and incorporate those in the scopes of projects. Staff will also refer to and analyze Caltrans’ August 2020 Greenhouse Gas Emissions and Mitigation Report.</p>
<p>4 Incorporate multimodal recommendation in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities</p>	<p>Metro Countywide Planning; Staff of local agencies, and subregional COGs within the limits of the project.</p>	<p>1-2 Years</p>	<p>Multi-modal investments will be considered in the planning and development of highway projects either by updating the existing elements or adding new components within the area of influence of highway projects. Highway staff will coordinate with Metro Planning to ensure consideration of appropriate multi-modal investments. Staff will also coordinate with local agencies and subregional COGs within the area of influence of highway improvement projects to explore local agency plans for multi-modal investments and combine local and Metro projects where possible.</p> <p>As for inclusion of improvements supporting goods movement, Metro highways has been coordinating with Planning and included goods movement-related improvements on major goods movement corridors such as the I-710 and I-605. Going forward, in light of oppositions to major highway investments and widenings to accommodate the movement of goods, new potential opportunities for regional and interstate movement of goods would need to be assessed, planned and implemented through multi-stakeholder discussions. Although, under current restrictions imposed on highway investments, opportunities for major investment in meaningful goods movement projects are limited. Locally prioritized goods movement projects within the footprint of future highway projects will be considered.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>5 Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.</p>	<p>Metro Government Relations; Environmental Compliance and Sustainability; Countywide Planning (Goods Movement); SCAG; COGs/JPs</p>	<p>Ongoing</p>	<p>In January 2021 the Board adopted the LA County Goods Movement Strategic Plan, which identifies countywide clean truck initiatives, the need to establish trusted relationships with various Local/State/Federal stakeholder, regulatory partners (AQMD), and development of policy and technology improvements for infrastructure and vehicles. Highway Programs, ECSD, Goods Movement and Gov Relations staff have and will continue to identify viable investments for the improved movement of goods across the county and seek funding opportunities to support the timely implementation of projects. Project specific recommendation can be developed through efforts such as the I-710 Task Force or through future Goods Movement Strategic Plan efforts. As eligible state or federal projects or initiatives are developed, coordination with Gov Relations will occur to acquire funding or pursue policy changes. Updates on the progress of efforts, securing of funds, and possible beneficial investments will be presented to the Board.</p>
<p>6 Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.</p>	<p>Countywide Planning (various departments) and Shared Mobility Department</p>	<p>1-2 Years</p>	<p>Metro's Countywide Strategic Truck Network (CSTAN) and the Active Transportation Strategic Plan will be updated. Efforts on these items will commence in the next 12-24 months. CSTAN and the ATSP updates will be coordinated by the Planning dept with input by Highway staff and others to ensure all users of the roads are considered. The impact of freight movement on the highway system and arterials in Los Angeles County, and the demand for improved mobility and the efficient movement of goods and people will continue to be evaluated in the development of highway improvement projects.</p> <p>As projects are developed, active transportation elements, pedestrian improvements, and bus and rail alignments will be evaluated. Highway programs will engage Metro Planning and the local agency staff to identify transportation needs and benefits to accommodate the movement of goods off the state highway system.</p> <p>Highway Programs staff will research projects in local plans to identify the possibility of merging those projects into the highway improvements planned at the same locations for efficiency and to minimize multiple construction impacts on the communities within the area of effect of projects. Where local agencies and/or the subregions have funding for those improvements, Metro will require funding participation by local agencies. In the absence on local funds, we will seek other available funds including state and federal grants to help the implementation of the local improvements.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>7</p> <p>Incorporate Transportation Demand Management (TDM) tools and project as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce VMT.</p>	<p>Countywide Planning; Environmental Compliance and Sustainability;</p>	<p>Ongoing</p>	<p>As Highway projects are being developed, study and validation of both TSM and TDM as alternatives to "build" options are included in the analysis. Multi-agency coordination and consultation with major employers and others will be necessary to identify opportunities for reduction of vehicular trip demand on the roadway system as well as mode shift to reduce car trips.</p> <p>Metro staff will continue to explore the TDM concept; identify major factors/actions that could support this option; identify the responsible parties for implementation of various TDM elements; engage those parties in discussions when/if possible; and will present recommendations and action plans for all future highway projects to the Board.</p> <p>Metro was recently awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs is initiating the study in Fall 2021 and will develop recommendations for avoidance or mitigation of additional VMT in future highway improvement projects.</p>
<p>8</p> <p>Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines.</p>	<p>Countywide Planning</p>	<p>Ongoing</p>	<p>The June 2021 Board action through "Modernization of the Highway Program" expanded eligibility for active transportation and transit projects when such investments will produce tangible mobility benefits. Investing Measure M and R subregional funds in other modes such as active transportation (bike and pedestrian improvements) and transit as stand-alone alternative mode projects that could help alleviate vehicle congestion on roadways, will be evaluated on project-by-project basis, to ensure such investment are consistent with the Ordinances and Metro Board directives that would help alleviate roadway congestion.</p> <p>Inclusion of pedestrian and bicycle lanes improvements in and as a components of highway improvement projects will be considered and such improvements will be implemented if conditions are safe and ROW is either available or can be acquired without adverse impacts. Staff will identify eligible investments and will seek Board approval for implementation of those alternatives.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>9</p> <p>Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.</p>	<p>Countywide Planning and Shared Mobility</p>	<p>Ongoing</p>	<p>Measures R and M sales tax revenues allocated to highway projects are eligible for funding TDM components of highway projects as long as those elements are consistent with the Purpose and Need Statement of the projects and validated as the most viable mobility improvement/congestion relief option in the project planning documents or through other qualified studies. Highway Programs project managers will collaborate with Metro’s Capital Planning group to identify external sources of funds to support expansion of TDM investments, and, to the extent possible, supplement Metro funds.</p> <p>As for the implementation of technologies to improve roadway mobility, Highway Programs is managing countywide signal upgrades/synchronization projects that improve mobility along arterials. Staff is coordinating with the Los Angeles County Department of Public Works and local agencies to improve the Countywide system. Staff is also providing local signal system improvement assistance to cities for improved mobility.</p> <p>At the regional level, Highway Programs is leading various "Integrated Corridor Management" (ICM) projects. These projects are incorporating technology to couple local arterials and heavily congested freeway segments to improve corridor mobility. ICM projects are currently in development along segments of I-210, I-710, I-405 and I-105.</p>
<p>10</p> <p>Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety and vulnerable road users; reduction of VMT).</p>	<p>Metro Environmental Compliance & Sustainability Department; Shared Mobility</p>	<p>Ongoing</p>	<p>Mobility, safety, pedestrian and cyclist access, community impacts and equity are key criteria that are evaluated when developing highway projects. When possible, inclusion and/or improvements to HOV or ExpressLanes will be considered as demand management strategies to reduce VMT. Additionally, statewide implementation of SB743 took effect on July 1, 2020 and Highway Programs staff is coordinating and consulting with Caltrans on all projects to assess VMT. As projects are being developed, staff will evaluate and incorporate multimodal aspects, equity, and evaluation of VMT mitigation measures. Moreover, Highway Programs was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA that could be applied to projects. This study is currently in progress. Updates will be provided to the Board.</p>

	Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
11	<p>Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans</p>	<p>Caltrans; Metro Environmental Compliance & Sustainability Department; Shared Mobility Department</p>	<p>Ongoing</p>	<p>Statewide implementation of SB743 took effect on July 1, 2020. Highway Program staff has been coordinating and consulting with Caltrans on all projects to conduct VMT analysis and determine the impacts of projects and the required mitigation. Staff may also run parallel LOS analysis for informational purposes and determination of performance of State Highways in Los Angeles County.</p> <p>In June 2021, Metro Highway Programs received a grant from the State of California to develop a VMT mitigation program. Metro staff will meet with regional and statewide stakeholders to analyze and demonstrate the validity of various VMT quantification tools and mitigation options including Transportation Demand Management programs, complete street elements, public transit connections, park and ride lots and other improvements. Final findings and recommendations will be published and reported to the board at the conclusion of the 2-year grant effort.</p>
12	<p>Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Street Policy, which requires all funding recipients to have locally adopted complete street policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.</p>	<p>Local agencies - including Caltrans when work is on a State conventional highway</p>	<p>1-2 Years</p>	<p>Metro Board, via Motion 17, "Modernization of Highway Programs", allowed flexibilities in the use of the Measures R and M subregional highway funds to be invested in active transportation and other non-highway projects as long as those projects contribute to congestion relief and mobility improvements. The Board emphasized that those investments on alternative transportation projects were permissive and not mandatory (File# 2021-0467).</p> <p>Metro's Planning staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program, and the Complete Streets Act of 2008. As of the date of this report, approximately, 58 of 89 LA County jurisdictions are in compliance. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p> <p>Complete Streets with full funding within the footprint of Metro's upcoming highway improvement projects may be combined with Metro's projects for development and implementation.</p>

	Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
13	Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy	Countywide Planning	1-2 Years	<p>Upon adoption of the final recommendations for "Modernization of Highway Programs" and final guidelines defining the flexibilities in investing subregional highway funds in alternative transportation projects, the Board emphasized that those investments are permissive and not mandatory (File#2021-0467).</p> <p>Metro's complete streets planning staff will continue to work with local jurisdictions to ensure adoption of local complete streets policies. New projects, as they are developed can consider or include complete streets elements for added mobility benefits. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p>
14	Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.	Environmental Compliance & Sustainability Department	2-3 Years	<p>Highway Programs staff was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs staff in collaboration with Metro's Environmental Compliance and Sustainability Dept staff, other agencies, COGs, Caltrans District 7, other self-help counties, and subject matter experts/consultants will complete this study by 2024 and publish the study's findings and recommendations. All recommendations agreed to and adopted by the State will be used in development of the future highway improvement projects.</p>
15	Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.	Local agencies, county of Los Angeles, Metro Environmental and Sustainability, Office of Race & Equity; Shared Mobility Dept; Caltrans for projects on conventional highways.	Ongoing	<p>Highway Programs Staff has developed subregional arterial data resources that have been shared with and used by local agencies. As a consequence of traffic build up in Los Angeles County, inadequacy of the capacity of the State highway system, escalating recurring and non-recurring congestion, and the recent restrictions on major capacity enhancements/operational improvements on the State Highway System, traffic spillage onto the local streets/arterials continues to occur. Wayfinding navigation platforms direct traffic through local streets and neighborhoods bringing noise and air contamination deeper in local communities. Highway Programs staff will continue working within relevant Metro departments and the local agencies to identify problem areas across the County and prioritize investments in operational improvements to channelize and control traffic on local streets.</p>

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response	
16	Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT.	Relevant Metro departments; Caltrans for projects on the State highway system.	Ongoing	Statewide implementation of SB743 took effect on July 1, 2020. Highway programs staff is coordinating and consulting with Caltrans on all upcoming highway improvement projects to assess changes in VMT and identify the appropriate mitigation measures. Metro Highway Programs and ECSD staff are working specifically on CEQA analysis to ensure least impactful effects of SB743 on Metro efforts. Additionally, Metro Highway Programs is exploring the most effective ways of addressing VMT and running impact analysis via a current study funded by the State of California, a panel of experts comprised on Metro, Caltrans District 7 and headquarters, other agencies, consultants and transportation advocacy groups will be engaged in this study.
17	Research and promote best practices for emerging/increasing uses of arterial streets including first/last mile delivery, curb management, bus transit priority, micro-mobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction	Countywide Planning	Ongoing	Highway Programs staff will coordinate with various Metro departments and local agencies to assist in the development of practical and beneficial priorities and solutions to the use of local streets to balance the capacity of the infrastructure and the transportation demand. Staff will continue to leverage the Arterial ITS Subcommittee of the Streets & Freeways Committee, SCAG, COG forums, business improvement districts and municipal transit operators to promote best practices. Proper use of the local streets and arterials is critical to maintaining countywide system mobility without creating barriers that would shift the traffic problems to other locations.
18	Offer technical assistance to local jurisdiction on incorporating emerging highway/arterial TDM best practices into their General Plan's Circulation Element.	Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.	Ongoing	Highway Programs Staff has developed subregional arterial data resources, and procured technical services to assist local governments in development of highway/arterial projects. Currently, highway staff has developed projects for the Cities of Whittier, South Gate, Carson, Compton, Hermosa Beach, San Gabriel and other jurisdictions. Additionally, through the development of the Sustainable Communities Grant, VMT reduction strategies (including TDM) will be evaluated. Staff will pursue and encourage accurate identification of local and regional traffic demand, determination of the effectiveness of various modal investments, development of effective incentive programs, and other credible and practical information, measures, and investments leading to reduction in the use of cars and single driver vehicles. Staff will work with local agencies to correctly identify the issues and potential effective solutions, and support or assist in funding and/or development of viable local projects, and other collaborative work that would help the local agencies to contribute to local and regional mobility.

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>19</p> <p>Maintain the confidence of LA County voters by continuing to advance projects programs included in the Measure R and Measure M expenditure plans.</p>	<p>Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.</p>	<p>Ongoing</p>	<p>Highway Programs Staff work directly with most of the 88 cities in the county, and all the councils of governments (COG) with arterial or highway Measure R and M programs. Staff assist cities in the development, implementation, and advancement of voter-approved projects and programs in the expenditure plans. In total, there are over 400 active projects that are in various phase of development. Metro staff will provide technical assistance to local agencies for expeditious implementation of local projects funded by Metro. Staff also continues its collaboration with Caltrans, COGs and JPAs to develop and complete effective regional transportation mobility improvement projects.</p> <p>Highway Programs has assumed responsibility the development of a number of local projects on behalf of local agencies – at their request. These projects will be advanced through final design by Metro and will be handed over to the local cities for construction. This practice will accelerate the realization of investment benefits, improve local mobility, enhance the cities infrastructure, preserve the time value of funds, create a steady job market, and fulfill the goals and promises of Metro's sales tax measures.</p> <p>Post-implementation evaluations will be conducted to validate the expected outcomes as well as the trust and confidence of the LA County voters. Metro has taken the lead to develop and advance the following projects, SR57/60 Interchange Improvements, Soundwalls in the City of South Gate, I-405 Auxiliary Lane Improvements, I-605 South off-ramp improvements, I-5 North Managed Lane Improvements, and other various regional and subregional projects.</p>



Metro

Board Report

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

File #: 2021-0467, File Type: Motion / Motion Response

Agenda Number:

**REGULAR BOARD MEETING
JUNE 24, 2021**

Motion by:

DIRECTORS BUTTS AND GARCETTI

Related to Item 17: Modernizing the Metro Highway Program

We are introducing this Motion to Approve the staff recommendations before us today that arose out of the efforts based on my Chair's Memo dated January 13, 2020; establishing the Ad-Hoc Board Deputies Highway Department Subcommittee to chart a roadmap toward a more future-oriented highway program that reflects the Board's strategic priorities of efficiency (defined multimodally), safety, equity, and sustainability that has now become the Metro Highway Modernization Program.

The scope of the subcommittee's work included reviewing and recommending changes to relevant guidelines, policies, and procedures related to project scoping, prioritization, funding/eligibility, and stakeholder engagement.

The subcommittee's recommendations, which were presented for Board consideration in March 2020, were based on three policy pillars:

1. Active Transportation, transit and TDM projects that reduce Vehicle Miles Travelled must be eligible either as ancillary elements of highway projects or as stand-alone projects.
2. Using Measure R or M subregional highway funds for active transportation / transit capital / TDM projects must be at the discretion of the sub-regional COGs, and
3. The policies that allow use of Measure R or M Subregional Highway funds for active transportation / transit capital / TDM projects are permissive and shall not require use of these funds for the referenced purposed new uses.
 - Neither Metro staff nor the Metro Board shall establish a mandatory Use through guidelines that limit the flexibility allowed in the Measure R and M ordinances and the Highway Modernization policy.

The guidelines being presented today for adoption, as contained in Attachments A and B, reflect these three policy pillars. As the report details, the subcommittee's recommendations were brought before the Board in March of this year and subsequently sent out for review to the Metro Policy Advisory Council, Councils of Governments, cities, Caltrans, and the public.

At each stage, these recommendations were met with support by the respective stakeholders. Further assurances to stakeholders, including restating commitments to deliver Measure R and Measure M projects promised to voters, were provided via a response to comments in Attachment C.

These guideline revisions were just one component of the larger effort to modernize the Metro Highway Program. Additional clarity is needed on the totality of the effort and should be provided via a report from staff on the status of each of the 19 Board-adopted modernization actions.

SUBJECT: AMENDMENT TO MODERNIZING THE METRO HIGHWAY PROGRAM

RECOMMENDATION

APPROVE Amending Motion by Directors Butts and Garcetti that the Board approve the recommendations in Item 17: Modernizing the Metro Highway Program.

WE FURTHER MOVE that the Board amend the list of example eligible projects for subregional programs in Attachments A and B as follows:

“Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies, including associated software, licensing, and related one-time support costs, to the maximum extent permitted by the Measure R or Measure M ordinance.”

WE FURTHER MOVE that the Board direct the CEO to report back in September 2021 on the status of all 19 Board-adopted modernization actions. This report should include clarity on the applicability of expanded eligibility to Measure R and Measure M highway projects that are not explicitly included in the attached guidelines.



Metro

Board Report

File #: 2020-0412, File Type: Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE

JUNE 17, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JUNE 18, 2020

Motion by:

DIRECTORS BUTTS, BONIN, GARCIA, GARCETTI, and FASANA

Modernizing the Metro Highway Program

On January 13, 2020, Chair Butts appointed a subcommittee of board staff to reconcile conflicting interpretations of policy direction with regard to the Metro Highway Department. His direction to the subcommittee was to “chart a roadmap toward a more future-oriented highway program that reflects the Board’s strategic priorities of efficiency (defined multimodally), safety, equity, and sustainability.” The scope of the subcommittee’s work included reviewing and recommending changes to relevant guidelines, policies, and procedures related to project scoping, prioritization, funding/eligibility, and stakeholder engagement.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation.

A key policy goal, especially in light of the Covid 19 Pandemic crisis, should aim to reduce vehicle miles travelled by expanding the traditional definition of Metro’s highway program including geometric changes, infrastructure and technologies in public rights of way that support transit, ridesharing and working from home.

In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a “bottom up” planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro’s role as a planner and funder, as well as a leader. These functions are traditionally

associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

On May 21, 2020, the subcommittee transmitted their final report to the Board Chair for review and consideration by the Board. The report outlines recommended actions that Metro should take to modernize the Highway Program, including broadening its mission, expanding funding eligibility, recommitting to the previously adopted Metro Complete Streets Policy, and updating performance metrics. The report is attached to this motion and is incorporated by reference.

SUBJECT: MODERNIZING THE METRO HIGHWAY PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Butts, Bonin, Garcia, Garcetti, and Fasana that the Board direct the Chief Executive Officer to:

- A. Circulate the recommendations in this report for stakeholder input, including the Policy Advisory Council (PAC), the Technical Advisory Committee (TAC), and Councils of Governments (COGs).
- B. Initiate amendment processes for the Measure R Highway Program Eligibility Criteria and the Measure M Guidelines to clarify eligibility for transit, active transportation, and complete streets improvements, as described in Attachments A and B, and gather stakeholder input on proposed amendments concurrent with A, above; and
- C. Report back to the Planning & Programming Committee in 90 days with a summary of stakeholder input, Metro staff responses to recommendations, and proposed criteria/guideline amendments for the Board's consideration.

ATTACHMENTS

Attachment A - Recommended Improvements to Metro Highway Program

May 21, 2020

TO: James T. Butts, Metro Board Chair
FROM: Metro Board Staff Highway Subcommittee
SUBJECT: Recommended Improvements to Metro Highway Program

ISSUE

In February 2020, Metro Board Chair James Butts created a subcommittee to address various concerns related to the Metro Highway Program raised by board members, cities, councils of governments, and other stakeholders. The subcommittee reviewed relevant plans and policy documents, consulted with Metro staff, and developed recommendations regarding funding guidelines, project eligibility, complete streets, stakeholder involvement, future planning needs, and technical assistance for local jurisdictions. These recommendations are provided herein for the Board's consideration.

BACKGROUND

In 2008 and 2016, Los Angeles County voters supported multimodal funding measures to improve mobility and ease congestion by providing new transportation options. Both measures included major transit and highway capital projects, as well as funding programs for subregional projects. The measures were specific with respect to some improvements (e.g. "SR-57/SR-60 Interchange Improvements") while others were described in more general terms (e.g. "South Bay Highway Operational Improvements"). During the implementation of Measure M subregional programs, several cities and subregional councils of governments have raised the need for consistent policies relating to funding multimodal projects within the highway program. Metro Board Chair James Butts appointed a subcommittee of board staff in February 2020 to provide recommendations for updating the Metro Highway Program. The Chairman's charter was to:

"Chart a roadmap toward a more future-oriented highway program that reflects the Board's strategic priorities of efficiency (defined multimodally), safety, equity and sustainability."

The subcommittee met twice to discuss issues with current Highway Program policies and procedures. A third meeting was canceled in response to COVID-19. Additionally, subcommittee members reviewed dozens of relevant documents, as described in Attachment C.

DISCUSSION

Metro is the primary agency responsible for the planning, funding, constructing, operating, and maintaining Los Angeles County's transportation system. In partnership with Caltrans, the Metro Highway Program works to plan, fund, and provide technical/professional services and construction management/support for major highway capital projects. Since the passage of Measures R and M, the Highway Program has also had responsibility for administering subregional highway programs, in partnership with councils of governments.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation. In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a "bottom up" planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro's role as a planner and funder, as well as a leader. These functions are traditionally associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

The subcommittee's recommendations are as follows:

Metro as Planner

Historically, streets have been designed and operated to emphasize movement of motorized vehicles rather than people. The emergence of active transportation and smaller, neighborhood-scale vehicles has broadened the planning objectives for highway and street improvements in response to 21st Century mobility and sustainability objectives. As the primary transportation planning agency in Los Angeles County, Metro's role is to envision how streets and freeways should function as multimodal public facilities in the coming decades to meet the region's mobility needs and support a safe, sustainable, and equitable transportation future, and then work with stakeholders and implementing public and private-sector partners to translate that vision into projects. The Complete Streets Policy recognizes these many uses of the public right-of-way and establishes procedures to ensure their adequate consideration in project development, subject to applicable exceptions. Metro should ensure the agency's multimodal vision for balancing the modal uses of public rights-of-way is integrated into each and every plan, policy, and/or project, regardless of which functional unit is leading the work.

Metro should:

1. Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.
2. Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.
3. Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including *Moving Beyond Sustainability/Sustainability Plan 2020*.
4. Incorporate multimodal recommendations in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities.
5. Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.
6. Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.

7. Incorporate Transportation Demand Management (TDM) tools and projects as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce Vehicle Miles Traveled (VMT).

Metro as Funder

Metro administers over two-thirds of transportation funding in Los Angeles County, both as the direct recipient of four half-cent sales taxes and the programming agent for multiple state and federal funding sources. Metro should ensure that funding decisions and guidelines are aligned with its multimodal vision.

Metro should:

1. Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines. (See Attachments A and B.)
2. Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.
3. Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety of vulnerable road users; reduction of VMT).
4. Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans.
5. Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Streets Policy, which requires all funding recipients to have locally adopted complete streets policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.
6. Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy.
7. Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.

Metro as Leader

In addition to its statutory authority, Metro is a leader in the transportation sector that other agencies across the nation look to for guidance and best practices. Metro also partners with other agencies at all levels of government and holds considerable influence in these relationships. Metro should promote best practices in highway planning to achieve its vision, and seek to shape guidance from state and federal partners to promote multimodal planning.

Metro should:

1. Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.
2. Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT to advance the goals outlined in this memo.
3. Research and promote best practices for emerging/increasing uses of arterial streets, including first/last mile delivery, curb management, bus transit priority, micromobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction.
4. Offer technical assistance to local jurisdictions on incorporating emerging highway/arterial and TDM best practices into their General Plan Circulation Element.
5. Maintain the confidence of Los Angeles County voters by continuing to advance projects and programs included in the Measure R and Measure M expenditure plans.

FINANCIAL IMPACT

This action has no immediate financial impact. Any future changes to project scopes or budgets will be subject to Metro's cost containment policies.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended changes to the Metro Highway Program support the following Strategic Plan goals:

Goal 1: Providing high quality mobility options that enable people to spend less time traveling

The Highway Program will support all modes that travel on the State conventional highways and major and minor arterials, provide safer and more convenient travel options, and reduce demand for vehicular travel on congested streets and highways.

Goal 2: Deliver outstanding trip experience for all users of the transportation system

The Highway Program will plan for the safety, comfort, and conveniences of all road users.

Goal 3: Enhance communities and lives through mobility and access to opportunity

The Highway Program will invest in projects that support the mobility needs of diverse communities, including those who experience barriers to accessing private vehicles.

Goal 4: Transform LA County through regional collaboration and national leadership

The Highway Program will promote best practices in multimodal planning, stakeholder engagement, and street design amongst local, state, and federal partner agencies.

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization

The Highway Program will make decisions transparently and in consultation with diverse stakeholders, including local agencies and community members.

ALTERNATIVES CONSIDERED

The Board could choose not to endorse these recommendations and not to make revisions to Measure R and Measure M guidelines. This is not recommended because it would leave current conflicts over highway project eligibility and policy direction unresolved.

NEXT STEPS

These recommendations touch a wide range of staff work. In the coming weeks and months, Metro staff will need to review their roles, responsibilities, existing work plans, and scopes for plans that are underway to ensure that these recommendations are incorporated. Additionally, staff will need to revisit prior commitments, such as the Complete Streets Policy's implementation section, to set new timelines for deliverables that have not been completed on schedule. Metro staff should report back to the Board in 90 days.

ATTACHMENTS

Attachment A – Recommended Revisions to Measure R Highway Program Criteria

Attachment B – Recommended Revisions to Measure M Guidelines

Attachment C – Literature Review

ATTACHMENT A

RECOMMENDED REVISIONS TO MEASURE R HIGHWAY PROGRAM CRITERIA

The following shall replace Measure R Highway Program eligibility criteria in their entirety:

Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve multimodal efficiency, safety, equity, and sustainability along an existing State Highway corridor by reducing congestion and operational deficiencies that do not significantly expand the motor vehicle capacity of the system, or by incorporating complete streets infrastructure into the corridor, in accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements.

Examples of eligible improvement projects include:

- interchange modifications;
- ramp modifications;
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening
- traffic signal upgrade/timing/synchronization, including all supporting infrastructure;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements;
- on-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements;
- Class I, II, III, or IV bikeways;
- sidewalk improvements, including but not limited to widening, shade trees, and curb ramps;
- pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks;

- transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies.

Up to 20% of a subregion's Operational Improvement dollars may be used for soundwalls. Landscaping installed as a component of an operational improvement must be limited to no more than 20% of a project's budget. State of good repair, maintenance and/or stand-alone beautification projects are not eligible. Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

ATTACHMENT B

RECOMMENDED REVISIONS TO MEASURE M GUIDELINES, SECTION X MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

The following shall replace subsection 'A. "Highway Efficiency and Operational Improvements" definition:' in its entirety.

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, travel times; and reduce recurring congestion, high-frequency traffic incident locations, and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds. Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

Examples of Eligible Projects:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements
- New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization, and all supporting infrastructure
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps

- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies

The following shall replace subsection ‘C. “Multi-Modal Connectivity” definition:’ in its entirety.

“Multi-Modal Connectivity” definition:

Multi-modal connectivity projects include those projects, which upon implementation, would improve regional mobility and network performance; provide network connections; reduce congestion, queuing or user conflicts; enhance multimodal efficiency, safety, equity, and sustainability; encourage ridesharing; and reduce vehicle miles traveled. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- New mode and access accommodations
- First/last mile infrastructure

The following shall replace subsection ‘D. “Freeway Interchange Improvement” definition:’ in its entirety.

“Freeway Interchange Improvements” definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. In accordance with the Board-adopted policies set forth in Metro’s Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete

streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

The following shall replace subsection 'E. "Arterial Street Improvements" definition:' in its entirety.

"Arterial Street Improvements" definition:

Arterial Street improvements include those projects, which upon implementation would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies. Projects must have a nexus to a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering/exiting the jurisdiction or subregion, serves intra-area travel) and adopted in the City's general plan. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Intersection or street widening
- Two-way left-turn or right turn lanes
- New traffic signals and upgrades to existing signals, including left turn phasing
- Sight distance corrections/improve alignment
- Turnouts
- Safety improvements
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a street right-of-way that supports the implementation of TDM strategies

ATTACHMENT C

LITERATURE REVIEW

The subcommittee members reviewed precedential documents to establish a baseline understanding of current highway-related policies and practices. Reviewed documents include the following board-approved policies, program guidelines, board actions, administrative procedures, and relevant highway studies (in chronological order):

- Board motion on Status Report on Financial Forecast to Deliver Twenty-Eight by '28 (February 2019)
- Metro's "Vision 2028 Plan" (June 2018)
- City College of New York's Complete Streets Considerations for Freight and Emergency Vehicle Operations (May 2018)
- Board-adopted Measure M Master Guidelines including Substitute Motion (June 2017)
- Measure M Ordinance (June 2016)
- Los Angeles County Strategic Goods Movement Arterial Plan (CSTAN) (May 2015)
- Subregional Mobility Matrices (April 2015)
- Board-adopted Complete Streets Policy (October 2014)
- Recommendations from the Reconvened Measure R Highway Advisory Committee (2014)
- Board-approval of the updated project list of the Measure R Highway Subregional Programs in six subregions (November 2013)
- Clarification Board Item on Project Eligibility for Measure R Highway Operational Improvements and Ramp Interchange Improvements (June 2012)
- Board-adopted 2009 Long Range Transportation Plan for Los Angeles County including Attachment D-1, Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements, of the Measure R Highway Program Funding Strategy (October 2009)
- 2009 Long Range Transportation Plan Update: Guiding Principles and Financial Assumptions (September 2009 Board Item)
- Measure R Ordinance (2008)
- Proposition C Ordinance (1990)
- "On the Road to the Year 2000 - Highway Plan for LA County" (1987)
- Proposition A Ordinance (1980)